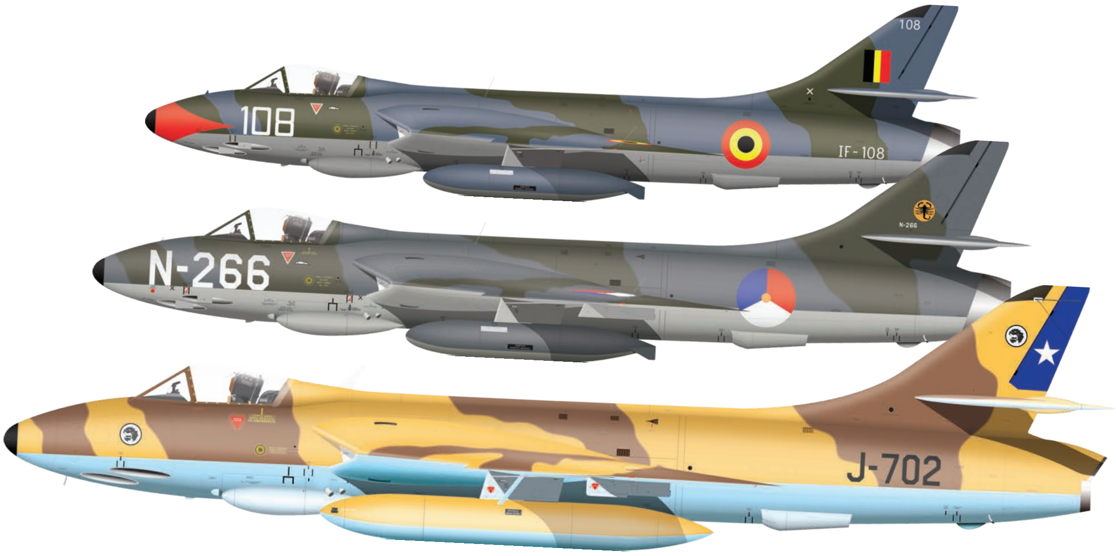
First Hawker Hunters

In the Chilean Air Force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Julio Arróspide Rivera - Daniel Brackx - Raúl Zamora Martínez

Translated by Cristián Marambio Ortíz

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Legal Representative: **Julio Arróspide Rivera**
ISBN: **9798787489514**
Graphic design: **Julio Arróspide Rivera**
Mail: julio.arrospide@aviationarthistory.com

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This monograph is dedicated to the Pilots and Ground Crews who operated the Hawker Hunter in the Air Forces of Belgium, the Netherlands and Chile.

"First Hawker Hunters in the Chilean Air Force", pays tribute to those who made the ultimate sacrifice in the line of duty and to those gallant Belgian, Netherlanders and Chilean aviators who have joined the Infinite Flight.

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First Hunters in the Chilean Air Force

Foreword: General Carlos Bertens U.

Height, pedals, dinghy, anti-g, LP, clutch, brakes, anti-g... Those were the steps of the sequence as we sat in the cockpit. HP, stick, booster, button, and the characteristic noise of the starting engine began. Then the TAFFIOH, and ready for a new mission on the Hawker Hunter, colloquially known as the Hunter, or simply the HH.

Throughout the book, thanks to the dedication and detailed work on it by its authors, readers will be able to know in depth many of the characteristics of this aircraft, which made it unique. I wish to complement this great work from the point of view of a pilot, since those who operated it are marked forever with it. Everyone who uses their Pilot's Notes, have a sense of unity, affection, common experiences, challenges, emotions, and also of adventure and respect.

I can't begin without mentioning that the Hunter was an exceptional technological development, very advanced for its time, with unparalleled aerodynamic behavior, with a very robust structure, hydraulically supported flight controls, a large engine and 4 powerful 30mm Aden guns, something never seen in a fighter jet. Its design produced a characteristic sound during its flight, recognizable from the distance that remembers the battle-cry of Aviation Group No. 8 "¡Aaahhhhhhh... Here comes the hurricane...!"

Its cockpit deserves special mention, as ergonomics was not its strength – it was common to say that they had first built the aircraft and then thought about where to place the pilot. There were systems and equipment that were operated by heart, as it was not possible to look at them. For example, the ADF dial was located on a side panel, behind the pilot's body line. He had a continuous dial, and to tune in to a frequency, he had to look for the null. There were many switches that, to reach them, one had to be a contortionist, especially with the arms. The entire black cockpit, as well as the black artificial horizon, with white lines, and with the indicator bar below, at 6 o'clock on the instrument. Operating it was a challenge; flying instruments, an adventure. For a tall and robust pilot, a double adventure, as he could barely fit in the cockpit.

This challenge was greater as equipment was installed and/or others were taken out. The plane came with five different cockpits and with differences between them! There were the F.Mk.71, FR.Mk.71A, FGA. Mk.9, T.Mk.72 and T.Mk.67 model cockpits. In case of failure, our mechanics had to know the number of the aircraft, since each Hunter had a file cabinet where their particulars were kept. This was the result of the various origins of the models that arrived to Chile.

The Hunter came to fill a very special gap, at a very critical time for the country and the Institution. It gave a strong boost to the capacity and power of the operational assets, and was the birthplace of many fighter pilots, which allowed the achievement of important technical and operational improvements. This aircraft was the mainstay of national air power in the complex regional situations experienced in 1975 and 1978.

I flew the Hunter between 1981 and 1990, with the Aviation Group No. 8, at Cerro Moreno Air Force Base, Antofagasta. I was part of the combat crews and already with enough experience, took the instructor course together with other pilots, very motivated to transfer our experiences to the new pilots. Then we had the opportunity to deepen into more technical subjects, such as the Attack Pilot Instructor (IPA) course with FACh and RAF instructors, which allowed to substantially improve the operational level of the unit, which became a benchmark in these matters within the Institution.

With this noble aircraft we participated prominently in numerous exercises and flight activities, throughout the country. These included the first large-scale institutional, as well as the first combined forces excersices. Aviation Group No. 8 was also included in the Blue Sky exercises with US Navy aircraft carriers, flying against its F-14 Tomcat and F/A-18 Hornet, as well as in exercises with A-7 Corsair II aircraft of the Puerto Rico National Guard.

In those years the Hunter was subject to most electronics, armament, instruments and other projects, and we were in charge of making the test flights of each one of them. Some of the systems and equipment that were tested, and then developed and installed were the RWR Caiquén I and II; the Eclipse chaff and flares dispenser; modification Eagle 1 and Eagle 2, with the standardization of the armament panel, new flight instruments (ADI and HSI) and electrical and electronic systems. The structure of the communications system was also modified, installing the VHF, VOR and ADF controls on the central panel, and a UHF on the right side panel. We also tested the first locally developed brake chutes and air-to-air shooting target tug. Various cluster bombs and general purpose bombs were tested, as well as parachute retarded bombs, "ballute" type. Each of these projects, many of them successful, were the product of the ingenuity, effort and dedication of people in the institution and private entrepreneurs, very motivated to bring forward the emergent national defense industry.

Throughout this book the authors recreate in an excellent way and in great detail the history of the Hunter in Chile. There were numerous emergencies, but the Hunter was so robust, that one knew that, if something catastrophic did not happen, it would bring one back to the runway. Personally I had several, some resulting in serious damage to the plane. Excellent people, pilots and friends became part of the Flight that left to the afterlife. To their families go our greetings and permanent memories.

I cannot conclude my words without particularly thanking the authors of this book for their invitation to this prologue, which is a great honor. They stand out for their enthusiasm, dedication and concern in rescuing the history of the planes the Air Force deployed and has today and by making it a lively experience, through their stories and photographs that accompany them. May this book be the prelude to future texts on this wonderful aircraft, and of others which flew fast or fly fast today over the skies of our Nation.

Carlos Bertens Uthemann, retired General of the Chilean Air Force, Hawker Hunter pilot/instructor

Preface

The Monograph "The First Hunters in the Chilean Air Force" is a research paper that describes the history in detail of the first Hawker Hunters acquired by the Chilean Air Force in 1967, of which 17 aircraft were of Belgian and Netherlands origin. This research has been supported by an important photographic record with detailed illustrations.

The work includes the detailed specification and flight history of Hunters from Belgian and Netherlands during their service on those air forces and later service in the Chilean Air Force until their last days of operation. Developing their origin as Hunter F.Mk.6, subsequently acquired by Hawker Siddeley Limited, to be converted to the FGA.Mk.9 standard and sold to the Chilean Air Force as F.Mk.71/72 export models. Hunters T.Mk.67 from the last batch are also included and the intriguing story from the only Hunter "made" in Chile are detailed according their Belgian/Netherlands origin.

An important effort was made to include a chapter with Hunters from Royal Air Force service with a brief account of those 37 aircraft in order to tell the whole story of the fleet. This chapter will be the core of a more developed project envisioned as the definitive book about the Hunter in service in the Chilean Air Force for the next year.

This research was jointly developed by the Chilean authors Julio Arróspide and Raúl Zamora and by Belgian aeronautical researcher and photographer Daniel Brackx.

The content of the monograph fulfill an important gap of knowledge about the previous service of the Chilean Hunters and would be a surprise for Belgian, Netherlands and England enthusiasts of the Hunter to know about the fate of this fighter aircraft in this far and unknown country.

As previous works from the Chilean authors, illustrations are a complementary way to emboss and detail the story of each airplane. Aeronautical researcher and illustrator Julio Arróspide Rivera made 152 digital art profiles representing at least two paint schemes of each aircraft from its origin as Hunter F.Mk.4/6 from Belgium, Netherlands or RAF to the final version operated by the Chilean Air Force Mk.71/71A/72 or FGA.Mk.9/T.Mk.67. As with the Mirage 50FC monograph, drawings of main liveries are included with additional views from the right, above and behind, allowing modelers to appreciate camouflage designs, paint detail patterns and stencils. Tables with color codes are also included.

This work is dedicated to the former Hunter pilots and ground crews from Belgian, Netherlands, Royal Air Force and Chilean Air Force and to all the enthusiasts and those who love this wonderful aircraft.

Julio Arróspide, Daniel Brackx and Raúl Zamora

Acknowledgments

We want to thank to all who supported this project from those who worked very closely with it and to whom that gave us their enthusiasm. In fact, such an important support made this project feasible.

We are very grateful with retired General from Chilean Air Force and a former Hunter pilot and instructor, Mr. Carlos Bertens Uthemann. He accepted to write a foreword for this work, representing the pilot's point of view for this formidable fighter aircraft. He also collaborated with a detailed review and submitted unpublished photographs from his private register.

We also appreciate the spontaneous support from our Belgian friend Daniel Brackx who granted the use of part of the content from his publications and his photographic register, becoming coauthor.

The English connection was supported by our friends Ray Deacon and David J. Griffin, with an important past in the RAF and talented writers about the Hunter. They kindly helped us with the review and the adaptation of the content to the RAF terminology. We also have to mention to our English friend Steven Beeny who helped us in the adaptation the English translation to the British. We also received support from our American friend Harold Coghlan who also helped us with the English translation.

We thank to all who supported our research: the following retired Chilean Air Force pilots and officers who were related to the operation of Hawker Hunter: General Sergio Contardo Flores, Colonel Duncan Silva Donoso and Commanders Lionel Zepeda Lamiothe and Ernesto Melo Zanelli. In addition, the following Aeronautical Researchers reviewed the content, providing main historical details: Anselmo Aguilar Urra, Alessandro Bocca Pérez, Claudio Cáceres Godoy, Rodrigo Larraín Bergen, Javier Muñoz Romero, Rino Poletti Barrios, Luis Quintana Aránguiz, Alvaro Romero Pérez, Antonio Segovia Rentería, Dan Toro Arévalo and Danilo Villarroel Canga.

The priceless photographic stuff was obtained mainly from private collections, from the Department of Public Relations of the Chilean Air Force and the National Aeronautical and Space Museum. The following people donated photographic material or gave permission to use the photographs published in this monograph: Anselmo Aguilar Urra, Alessandro Bocca Pérez, Daniel Brackx, Claudio Cáceres Godoy, Ray Deacon, David J. Griffin, Patrick Laureau, Ernesto Melo Zanelli, Sergio Molina Correa, Javier Muñoz Romero, Rino Poletti Barrios, Dan Toro Arévalo and Lionel Zepeda Lamiothe.

Thank you all...!

Julio Arróspide R. & **Raúl Zamora M.**

The Hunter in service with the Belgium Air Force

Hunter F.Mk.4

In the early 1950s, Belgian's air defense consisted of several squadrons of Gloster Meteor F.8. With lessons learned from the Korean War, in which swept-winged fighters such as the F-86 Sabre and Mig-15 played an important role in the development of the conflict; it was obvious that the days of Meteor F.8 as a combat interceptor lived on borrowed time.

To find a worthy successor, several of the new designs of the time were tested, including the Canadair Sabre, Dassault Mystére IVA and the Hawker Hunter F.Mk.1. The evaluation of the fighter, carried out by a team of pilots formed by Commander Remy Van Lierde and Captains Yves Bodart and Marcel Mullenders, was very successful and even allowed Commander Van Lierde to become the first Belgian pilot to break the sound barrier on 19 November 1953.

Colonel Remy Van Lierde (14 August 1915 – 8 June 1990) was a Belgian fighter pilot and ace who served during World War II in the Belgian and British Air Forces, shot down six enemy aircraft and 44 V-1 flying bombs, and became a Squadron Leader in the RAF. Van Lierde was appointed Deputy Chief of Staff of the Ministry of Defence in 1954. In 1958 he became the first Belgian pilot to break the sound barrier while testing a Hunter at Dunsfold Airfield in England. He returned to the Belgian Air Force after the war and continued on several important commissions before retiring in 1968. **Source: Belgian Air Force**.

In the past, the governments of Belgium and the Netherlands and their respective local aviation industries had cooperated for the licensed construction of the Meteor. As the Netherlanders were also looking for a replacement for the Meteor, it became clear that the new fighter jet would require an agreement from both sides.

Eventually, the Hawker Hunter emerged as the winner of the evaluation process. Both Avions Fairey and SABCA would cooperate with Fokker of the Netherlands to build the Hunters. Rolls-Royce Avon engines were built exclusively by Fabrique Nationale (FN) in Herstal, Belgium.

In 1954 a first contract was signed for the acquisition of 48 Hunter F.Mk.4 and 144 Hunter F.Mk.6 aircraft.

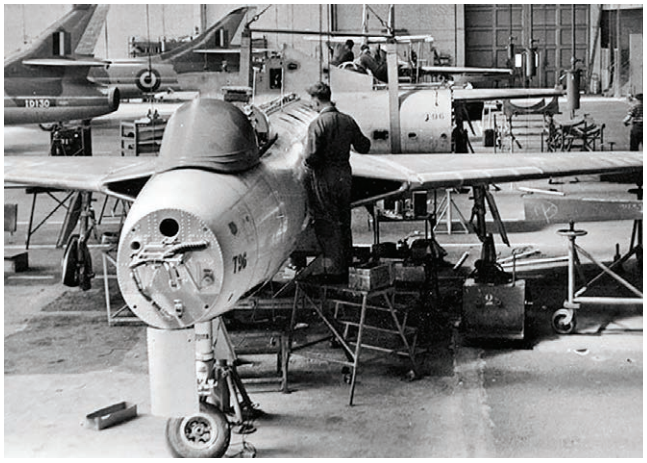
Meanwhile, the US-funded Offshore Europe Program (OSP) had to be revised, because one of the countries rejected the delivery of Hawker Hunter aircraft. These contracted aircraft were redistributed between Belgium and the Netherlands.

Belgium obtained 64 Hunters from Hawker Aircraft Ltd. in the United Kingdom, receiving the first aircraft (serial number ID-1) directly from its production lines, while another six (ID-2 to ID-7) would be produced as assembly kits.

The remaining 57 aircraft were built by Fairey and SABCA (ID-8 to ID-64). The OSP Hunters (ID-1 to ID-64) would have a short life in the Belgian Air Force, as they would all be withdrawn from service in May 1958.

Fairey test pilot Pir Andersen flying over the clouds during an acceptance flight of Belgium Air Force's first Hawker Hunter F.Mk.4, No. ID-1. (Daniel Brackx collection)

The initial national contract for 48 Hunter F.Mk.4 was also fulfilled, these Fokker-manufactured aircraft registered from ID-101 to ID-148 in the Air Force. (Fokker built 12 aircraft and delivered 52 assembly kits to Fairey and Gosselies).



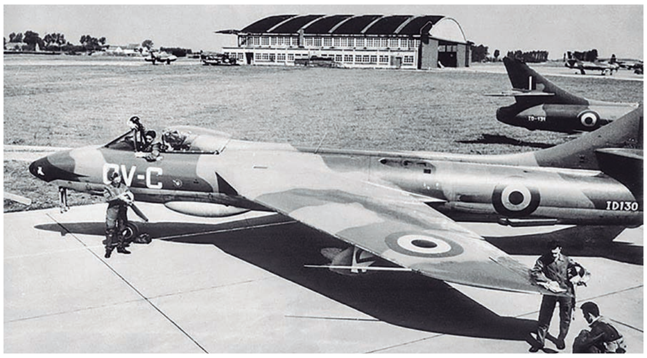
Hawker Hunter F.Mk.4 ID-144 (Line number T96) was assembled at the Fairey-Gosselies plant in 1957. (Air Historical Team KLM/MRA)

During a short career in the Belgian Air Force, several of the Hunter F.Mk.4s of the national contract (ID-101 to ID-148) received a limited update to Hunter F.Mk.6 standards, which consisted on the introduction of leading edge extensions (dog tooth), which made the aircraft easier to control high-speed turns and thus avoid a known stall problem, horizontal stabilizer-adjusted elevators as a single unit to improve response to high Mach numbers and gun deflectors.

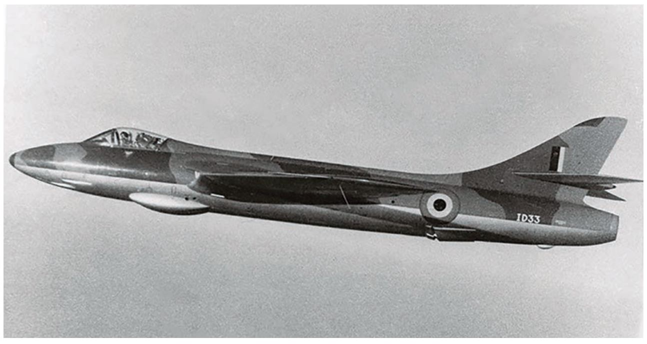
However, the upgraded Hunter F.Mk.4 never received the F.Mk.6's more powerful engine, because the wider engine diameter did not fit into the existing fuselage and, therefore, these modified aircraft maintained their F.Mk.4 designation. All Hunters from this second batch were withdrawn from the Belgian Air Force and stored at Koksijde Air Base in the early 1960s.

Hunter F.Mk.4, No. ID-105/7J-J1, of the 7 Fighter Squadron, 7 Fighter Wing, after suffering a problem in its engine as they approached to land at the Chièvres Air Base, on 20 January 1959. Lieutenant Demeyer successfully managed to eject. (Air Historical Team KLM/MRA)

The Hunter entered service in June 1956, when the first F.Mk.4s reached 7 Squadron of Chièvres in the 7 Fighter Wing (squadron code '7J') and were soon followed by 8 Squadron (code 'OV') and 9 Squadron (code 'S2'). At the end of 1956, 44 Hunters were operational with 7 Wing. As early as December 1957, the first batch of Hunter F.Mk.6s began arriving in Chièvres.



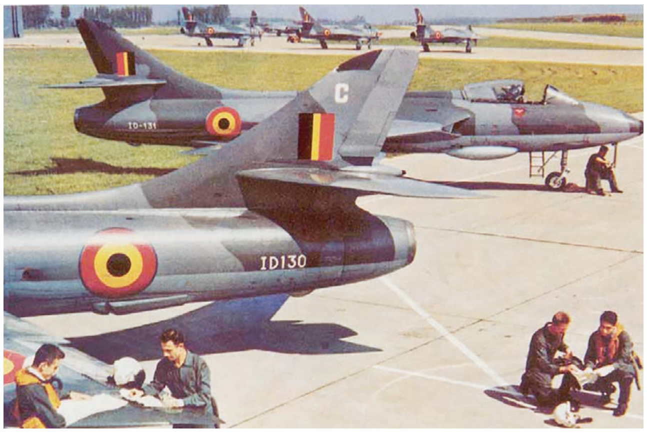
Hawker Hunter F.Mk.4 ID-130/OV-C from 8 Squadron of 7 Fighter Wing at Chièvres Air Base. (Daniel Brackx collection)



Hawker Hunter F.Mk.4 ID-33/S2-O from 9 Squadron of 7 Fighter Wing, in flight. (Daniel Brackx collection)

Also in 1957, the Hunter F.Mk.4 was handed over to No. 349 and No. 350 Squadrons of the 1 Fighter Wing in Beauvechain. Hunter operations in 1 Wing came to an end in 1958, when it was decided to re-equip the Wing with the Avro Canada CF-100 Canuck 5, an all-weather aircraft. On 30 April 1958, an air formation of 12 aircraft marked the official end of the Hunter era in 1 Fighter Wing.

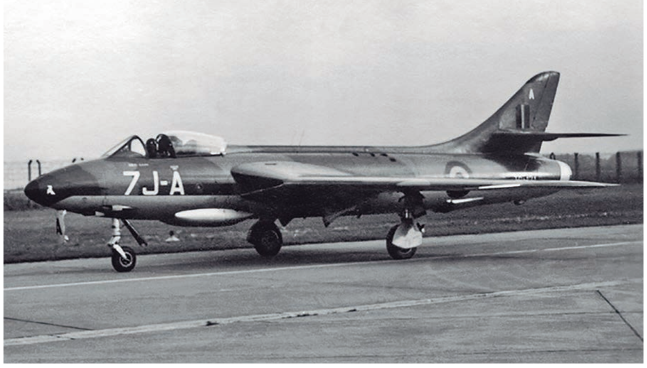
All remaining aircraft were transported to Koksijde Air Base for storage during the month of May 1958.



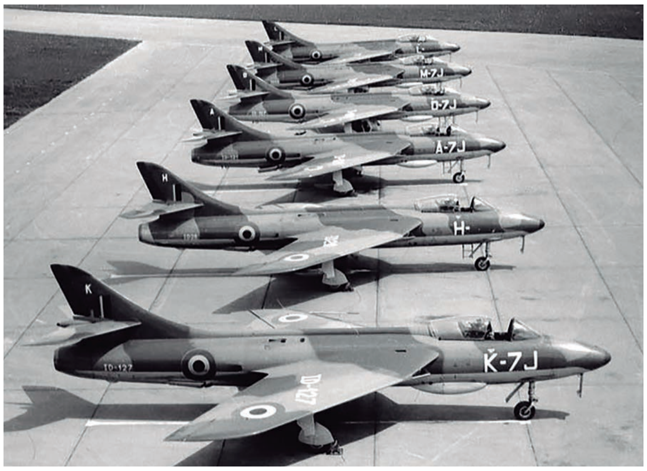
Hunter F.Mk.4 ID-130 and ID-131 from 7 Fighter Wing, during the preparation of a training flight at Chièvres Air Base in the late 1950s. (Willem Labro collection)

Members of the first unofficial Aerobatic Squadron with Hunter aircraft ("Acrobots"), pose in front of Hunter F.Mk.4 ID-30 of 300 Squadron from 1 Fighter Wing in Beauvechain. (André Bar collection)

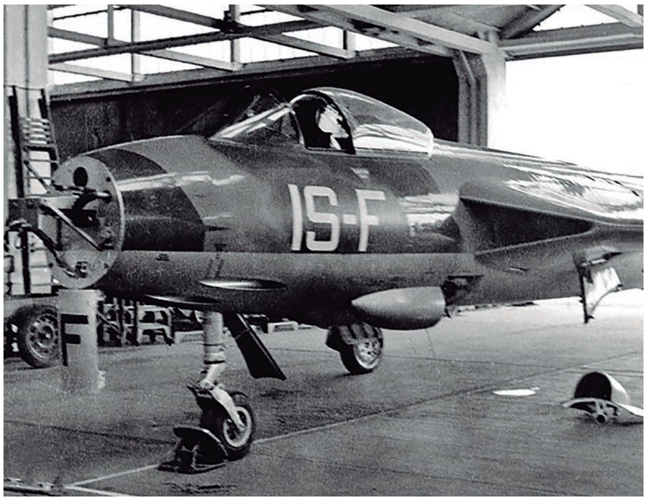
The third main unit to receive the new aircraft was the No. 9 Fighter Wing in Bierset, receiving its first Hunter F.Mk.4 (all former 7 Wing aircraft) during August 1957. The fighters were operated by 22 Squadron (code 'IS') and 26 Squadron (code 'JE'). Pilots had barely got used to the new aircraft when their replacement, the Hunter F.Mk.6, began arriving in September 1957.



Hawker Hunter F.Mk.4 ID-121/7J-A of 7 Squadron from 7 Fighter Wing at Chièvres Air Base. You can see the leading edge extension, one of the modifications of the F.Mk.6 model. (Willem Labro collection)



Hunters F.Mk.4 flight line of 7 Squadron of the 7 Fighter Wing at Chièvres Air Base. In the foreground you see Hunter No. ID-127/7J-K without the partial upgrade to F.Mk.6 model. (Daniel Brackx collection)



Hawker Hunter F.Mk.4 ID-38/IS-F from 22 Squadron of 9 Fighter Wing at Bierset Air Base. (Jacques Schelfaut collection)

Final destination of Hunter F.Mk.4 ID-39/JE-L from 26 Squadron of the 9 Fighter Wing, at the disposal of the Fire Fighting Department at Koksijde Air Base, 22 August 1964. (Daniel Brackx collection)

Virtually all surviving Hunter F.Mk.4s were sold as scrap after a very short service life, while the remainders were used for firefighting exercises on several bases. Only a few were kept for preservation.

Details of Hunter F.Mk.4 fleet

#	ID	Builder	c/n	Start Service	End Service	Final Destination
1	ID-1	Hawker	-	06-1956	12-1959	Stored in Koksijde, scrapped.
2	ID-2	Fairey	-	06-1956	12-1959	Stored in Koksijde, scrapped.
3	ID-3	Fairey	-	06-1956	05-1957	Crashed in Ave-et-Auffe on 10/05/1957 (Auto-pilot failure).
4	ID-4	Fairey	-	06-1956	10-1957	7J-V. Crashed in Roosbeek on 29/10/1957 (Full hydraulic failure).
5	ID-5	Fairey	-	06-1956	12-1959	7J-K. Stored in Koksijde.
6	ID-6	Sabca	-	06-1956	12-1959	Stored in Koksijde, scrapped.
7	ID-7	Fairey	-	06-1956	07-1958	7J-A. Crashed in Chièvres, cannibalized by SABCA.
8	ID-8	Fairey	AF1	08-1956	12-1959	7J-J. Stored in Wevelgem, scrapped.
9	ID-9	Fairey	AF2	08-1956	07-1958	OV-M. Cannibalized by SABCA.
10	ID-10	Sabca	AF3	07-1956	07-1958	7J-W, JE-D. Cannibalized by SABCA.
11	ID-11	Fairey	AF4	09-1956	07-1957	Out of commission in Beauvechain on 04/07/1957, scrapped.
12	ID-12	Sabca	AF5	08-1956	01-1960	Stored in Koksijde, scrapped.
13	ID-13	Fairey	AF6	07-1956	01-1960	7J-R, IS-L. Used for Koksijde Firefighter Training.
14	ID-14	Sabca	AF7	09-1956	01-1960	Used for Kleine Brogel Firefighter Training.
15	ID-15	Fairey	AF8	07-1956	08-1956	7J-P. Crashed on 29/08/1956 (Flame-out).
16	ID-16	Fairey	AF9	07-1956	01-1960	Stored in Beauvechain Air Base.
17	ID-17	Sabca	AF10	07-1956	07-1958	Cannibalized by SABCA.
18	ID-18	Fairey	AF11	07-1956	01-1960	Used for Beauvechain Firefighter Training.
19	ID-19	Sabca	AF12	07-1956	02-1960	7J-O. Used for Kleine Brogel Firefighter Training.
20	ID-20	Fairey	AF13	08-1956	01-1958	Engine fire in Beauvechain on 21/08/1957. Cannibalized by SABCA.
21	ID-21	Fairey	AF14	07-1956	09-1957	Destroyed in heavy landing on 11/09/1957. Cannibalized by SABCA.
22	ID-22	Sabca	AF15	08-1956	01-1958	Cannibalized by SABCA.
23	ID-23	Fairey	AF16	08-1956	01-1958	7J-H. Cannibalized by SABCA.
24	ID-24	Sabca	AF17	08-1956	02-1960	-H. Used for Beauvechain Firefighter Training.
25	ID-25	Fairey	AF18	08-1956	02-1960	Used for Chièvres Firefighter Training.
26	ID-26	Fairey	AF19	08-1956	02-1960	OV-K. Stored in Beauvechain Air Base.
27	ID-27	Sabca	AF20	09-1956	02-1960	OV-P. Used for Chièvres Firefighter Training.
28	ID-28	Fairey	AF21	09-1956	01-1958	7J-H. Cannibalized by SABCA.
29	ID-29	Sabca	AF22	11-1956	02-1960	Used for Beauvechain Firefighter Training.
30	ID-30	Fairey	AF23	09-1956	09-1961	Used for Bierset Firefighter Training.
31	ID-31	Fairey	AF24	09-1956	02-1961	S2-B. Scrapped.
32	ID-32	Sabca	AF25	10-1956	10-1961	Used for Florennes Firefighter Training.
33	ID-33	Fairey	AF26	10-1956	10-1961	S2-O. Used for Melsbroek Firefighter Training.
34	ID-34	Sabca	AF27	01-1957	04-1957	S2-M. Crashed in the North Sea, De Panne, 04/04/1957.
35	ID-35	Fairey	AF28	10-1956	02-1958	Crashed in Warnant-Oreye on 20/02/1958.
36	ID-36	Fairey	AF29	11-1956	07-1961	7J-C. Used for Bierset Firefighter Training.
37	ID-37	Sabca	AF30	11-1956	08-1961	Used for Bierset Firefighter Training.
38	ID-38	Fairey	AF31	12-1956	06-1961	IS-F. Cannibalized by SABCA.
39	ID-39	Sabca	AF32	11-1956	11-1961	7J-G, JE-L. Used for Koksijde Firefighter Training.
40	ID-40	Fairey	AF33	10-1956	07-1961	Used for Beauvechain Firefighter Training.
41	ID-41	Fairey	AF34	01-1957	10-1961	Used for Chièvres Firefighter Training.
42	ID-42	Sabca	AF35	01-1957	09-1961	Used for Beauvechain Firefighter Training.
43	ID-43	Fairey	AF36	12-1956	10-1961	Used for Florennes Firefighter Training.
44	ID-44	Sabca	AF37	01-1957	01-1962	On display at the Museum of Savigny-les-Beaune, France.
45	ID-45	Fairey	AF-38	12-1956	10-1961	7J-T. Used for Florennes Firefighter Training.
46	ID-46	Fairey	AF39	12-1956	00-1958	7J-F. Crashed on 13/06/1957, Royal Army Museum as IF-70.
47	ID-47	Sabca	AF40	01-1957	07-1961	IS-M. Scrapped.
48	ID-48	Fairey	AF41	12-1956	04-1957	Destroyed in a fire in Chièvres on 03/05/1957. Scrapped.
49	ID-49	Sabca	AF42	01-1957	06-1961	Scrapped.
50	ID-50	Fairey	AF43	12-1956	04-1959	Scrapped.
51	ID-51	Fairey	AF44	01-1957	10-1961	7J-U, IS-O. Scrapped.
52	ID-52	Sabca	AF45	01-1957	07-1961	JE-M. Scrapped. Wings to Feldham Trading Estate (UK).
53	ID-53	Fairey	AF46	01-1957	08-1961	7J-E. Scrapped. Parts to Feldham Trading Estate (UK).
54	ID-54	Sabca	AF47	02-1957	10-1961	Scrapped. Wings to Staravia in Ascot (UK).
55	ID-55	Fairey	AF48	01-1957	08-1961	7J-A. Scrapped.

#	ID	Builder	c/n	Start Service	End Service	Final Destination
56	ID-56	Sabca	AF49	03-1957	12-1957	Crashed during approach at Beauvechain on 20/12/1957.
57	ID-57	Sabca	AF50	02-1957	11-1961	-G. Scrapped.
58	ID-58	Fairey	AF51	03-1957	08-1957	Crash landing in Beauvechain on 30/08/1957.
59	ID-59	Sabca	AF52	02-1957	09-1957	Crashed in Oneux/Borlon on 16/09/1957.
60	ID-60	Fairey	AF53	03-1957	09-1961	Scrapped.
61	ID-61	Fairey	AF54	03-1957	00-1959	Squadron No. 350 Commander's aircraft, Tony de Maere, scrapped.
62	ID-62	Sabca	AF55	02-1957	01-1962	7J-C. Scrapped. Parts to Feldham Trading Estate (UK).
63	ID-63	Fairey	AF56	02-1957	07-1957	Crashed during tax in Beauvechain on 25/07/1957.
64	ID-64	Fairey	AF57	03-1957	08-1961	Scrapped. Parts to Feldham Trading Estate (UK).
65	ID-101	Fokker	8650	10-1956	03-1960	7J-Z. Partial modification to standard F.Mk.6. Scrapped.
66	ID-102	Fokker	8651	10-1956	09-1958	7J-S, 7J-N. Crash landing in Chièvres on 19/09/1958.
67	ID-103	Fokker	8654	11-1956	03-1959	7J-P. Crashed in 1958. Scrapped.
68	ID-104	Fokker	8655	11-1956	06-1960	7J-T. Partial modification to standard F.Mk.6. Scrapped.
69	ID-105	Sabca	8656	03-1957	01-1959	OV-H, 7J-J. Crash landing in Chièvres on 20/01/1959.
70	ID-106	Fairey	8657	02-1957	00-1959	OV-F. Used for Brustem Firefighter Training.
71	ID-107	Sabca	8658	04-1957	06-1960	7J-D. Partial modification to standard F.Mk.6. Scrapped.
72	ID-108	Fairey	8659	01-1957	12-1957	OV-K. Crashed in Chièvres/Vaudignies on 25/09/1957.
73	ID-109	Fokker	8662	04-1957	03-1960	7J-R. Crashed in 1958. Scrapped.
74	ID-110	Fokker	8663	01-1957	06-1960	Partial modification to standard F.Mk.6. Scrapped.
75	ID-111	Sabca	8664	04-1957	06-1960	Partial modification to standard F.Mk.6. Scrapped.
76	ID-112	Fairey	8665	03-1957	07-1960	OV-P. Sold as scrap.
77	ID-113	Sabca	8666	05-1957	07-1960	OV-D, 7J-B. Scrapped. Part to Feldham Trading Estate (UK).
78	ID-114	Fairey	8667	03-1957	03-1960	7J-R. Partial modification to standard F.Mk.6. Sold as scrap.
79	ID-115	Fokker	8670	01-1957	00-1960	7J-G. Partial modification to standard F.Mk.6. Scrapped.
80	ID-116	Fokker	8671	01-1957	05-1960	Partial modification to standard F.Mk.6. Scrapped. Sold as scrap.
81	ID-117	Sabca	8672	04-1957	03-1960	7J-J. Partial modification to standard F.Mk.6. Scrapped. Sold as scrap.
82	ID-118	Fairey	8673	00-1957	08-1957	7J-M. Crashed in Petit-Roeulx on 07/08/1957.
83	ID-119	Sabca	8674	05-1957	08-1961	7J-C. Partial modification to standard F.Mk.6. Scrapped.
84	ID-120	Fairey	8675	04-1957	11-1958	7J-V. Crashed in Varendonk on 27/11-1958 (Engine failure).
85	ID-121	Fokker	8676	03-1957	06-1961	7J-A. Partial modification to standard F.Mk.6. Scrapped.
86	ID-122	Fokker	8677	03-1957	10-1961	7J-N. Partial modification to standard F.Mk.6. Scrapped.
87	ID-123	Sabca	8678	05-1957	08-1960	7J-P. Partial modification to standard F.Mk.6. Scrapped. Monument at Koksijde.
88	ID-124	Fairey	8679	05-1957	04-1960	OV-Q. Partial modification to standard F.Mk.6. Scrapped. Sold as scrap.
89	ID-125	Sabca	8680	06-1957	04-1960	Partial modification to standard F.Mk.6. Scrapped. Sold as scrap.
90	ID-126	Fairey	8683	05-1957	04-1960	7J-H. Partial modification to standard F.Mk.6. Scrapped. Sold as scrap.
91	ID-127	Fokker	8686	02-1957	06-1961	7J-K. Partial modification to standard F.Mk.6. Scrapped.
92	ID-128	Fokker	8687	03-1957	08-1961	7J-E. Partial modification to standard F.Mk.6. Scrapped.
93	ID-129	Sabca	8688	05-1957	04-1960	Partial modification to standard F.Mk.6. Scrapped.
94	ID-130	Fairey	8689	05-1957	05-1960	OV-C. Partial modification to standard F.Mk.6. Scrapped.
95	ID-131	Sabca	8690	06-1957	03-1960	7J-A. Partial modification to standard F.Mk.6. Scrapped. Sold as scrap.
96	ID-132	Fairey	8691	05-1957	06-1960	7J-S. Partial modification to standard F.Mk.6. Scrapped. Sold as scrap.
97	ID-133	Sabca	8695	06-1957	03-1960	OV-S. Partial modification to standard F.Mk.6. Scrapped. Sold as scrap.
98	ID-134	Fairey	8696	05-1957	06-1960	OV-J. Partial modification to standard F.Mk.6. Scrapped. Sold as scrap.
99	ID-135	Sabca	8697	06-1957	08-1959	7J-B. Crashed in Chatelet/Bouffioulx on 04/08/1959.
100	ID-136	Fairey	8698	06-1957	03-1960	7J-U. Crashed in Sylt, Germany, on 31/08/1959.
101	ID-137	Sabca	8703	06-1957	06-1960	7J-D. Partial modification to standard F.Mk.6. Scrapped. Sold as scrap.
102	ID-138	Fairey	8704	06-1957	09-1957	OV-X. Crashed in Chièvres el 02/09/1957, during take-off.
103	ID-139	Sabca	8705	06-1957	06-1960	7J-N. Partial modification to standard F.Mk.6. Scrapped.
104	ID-140	Fairey	8706	06-1957	06-1960	Partial modification to standard F.Mk.6. Scrapped.
105	ID-141	Sabca	8710	10-1957	03-1960	7J-A1. Partial modification to standard F.Mk.6. Scrapped.
106	ID-142	Fairey	8711	07-1957	06-1960	7J-L. Partial modification to standard F.Mk.6. Scrapped.
107	ID-143	Sabca	8712	08-1957	05-1960	7J-Y. Partial modification to standard F.Mk.6. Scrapped.
108	ID-144	Fairey	8713	08-1957	06-1960	7J-M. Partial modification to standard F.Mk.6. Scrapped.
109	ID-145	Sabca	8718	09-1957	05-1960	7J-W. Partial modification to standard F.Mk.6. Scrapped.
110	ID-146	Fairey	8719	08-1957	04-1958	OV-Z. Crashed in Chièvres on 14/04/1958.
111	ID-147	Sabca	8720	09-1957	05-1960	OV-Y. Partial modification to standard F.Mk.6. Scrapped.
112	ID-148	Fairey	8721	10-1957	05-1960	Partial modification to standard F.Mk.6. Scrapped.

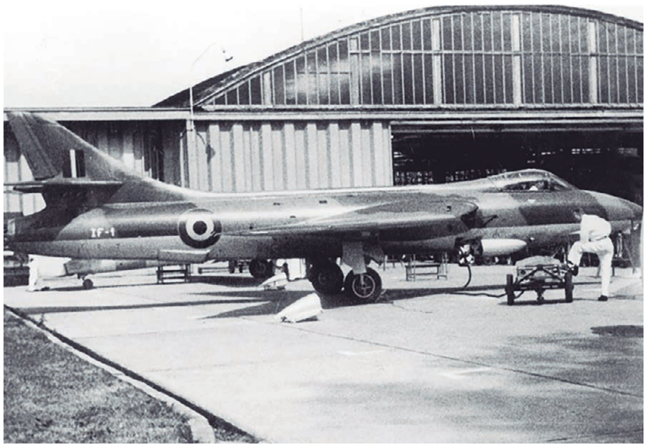
Hunter F.Mk.6

Within a year of the arrival of the first Hunter F.Mk.4s for the Belgian Air Force, the first examples of the more powerful Mark 6 version were being delivered to Belgian combat units. The F.Mk.6 incorporated a number of improvements over its predecessor:

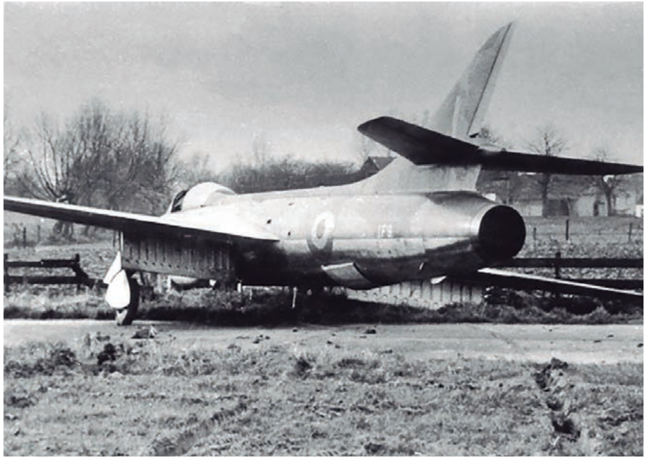
- It was equipped with the more powerful Rolls Royce Avon 203 engine that produced 10,000 pounds of thrust at sea level (a 25% increase over the Hunter F.Mk.4's Avon 100).
- Early in its operational life, the wings on the Hunter F.Mk.6 were modified to incorporate an extension on the leading edge, known as the "sawtooth" or "dogtooth'. This prevented the "pitch-up" effect at high speeds and improved control of the aircraft in high-speed turns. This change was later introduced in the course of the production process.
- It was equipped with a system that allowed the elevators to be fixed with the horizontal stabilizer as a variable, electrically operated angle of incidence.
- It incorporated an isopropyl-nitrate liquid fuel starting system, known as AVPIN, which was needed to start the larger 200-series Avon.
- Ability to carry external fuel tanks on wing pylons, extending the operational radius.
- It introduced a new, more advanced radio and navigation system.

All of these improvements allowed the Hunter to easily compete with most second-generation jet fighters, but unfortunately not for long. The new generation of Mach 2-capable fighters were already being tested.

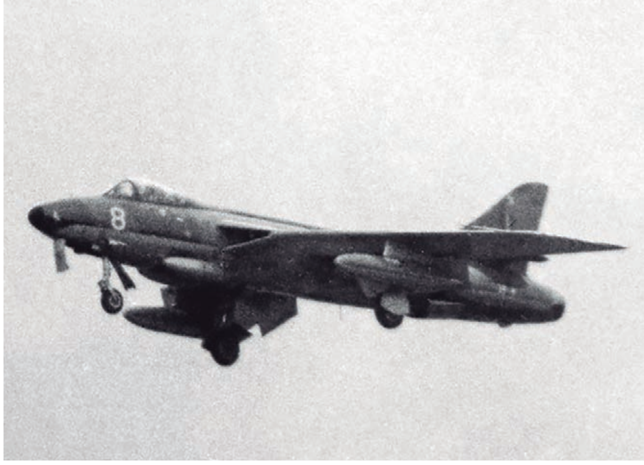
The requirement for the Belgian Air Force was 144 aircraft (Registered IF-1 to IF-144), of which 52 were to be delivered directly from Fokker, while Belgian companies SABCA and Fairey in Gosselies produced a further 92 aircraft from sub-assembly kits supplied by Fokker. The first Belgian Hunter F.Mk.6 (IF-1) left the Fokker plant on 3 March 1957. On 30 August 1957, the first Belgian assembled aircraft (IF-9) left the Avions Fairey plant and on 2 October 1957, IF-8 was the first F.Mk.6 to leave the SABCA line.



Hunter F.Mk.6 IF-1 was the first aircraft produced by Fokker and was delivered to the Belgian Air Force on 03/03/1957. (Willem Labro collection)



Hunter F.Mk.6 IF-9 was the first aircraft produced by Fairey and was delivered to the Belgian Air Force on 30/08/1957. This photograph was taken on 4 January 1961, when it overran the runway at Chièvres Air Base due to brake failure. (Willem Labro collection)



Hunter F.Mk.6 IF-8 was the first aircraft produced by SABCA, which was delivered to the Belgian Air Force on 02/10/1957. Pictured during a landing at the Chièvres Air Base on 29 May 1962. (Willem Labro collection)

The first units to be equipped with the Hunter F.Mk.6 were Nos. 22 (code IS-') and 26 (code 'JE-') Squadrons of 9 Fighter Wing at Bierset Air Base. The Wing had received its first F.Mk.4s in August 1957 and the first F.Mk.6s began to arrive during the following month.

Hunter F.Mk.6 IF-21/IS-X from 22 Squadron, 9 Wing, captured in flight in 1958. Number 9 Wing was the first unit to receive the F.Mk.6 in 1957. (André de Failly)

Hunter F.Mk.6 IF-48/JE-M from 26 Squadron, 9 Wing, at Bierset Air Base. (Willem Labro collection)

The second unit to receive the Hunter F.Mk.6 was the 7 Wing in Chièvres, whose first aircraft arrived in December 1957. Squadron No. 8 (code 'OV') was the first to be equipped with the aircraft, followed by 7 Squadron (code '7J') in late 1959. In addition to its air defense role, 8 Squadron also acted as the Operational Conversion Unit (OCU) for all new Hunter pilots joining the Belgian Air Force.

Hunter F.Mk.6 IF-65/OV-P from 8 Squadron, 7 Wing, following overhaul at Gosselies in the spring of 1959. This the only Belgian Hunter F.Mk.6 in preservation today. (Daniel Brackx collection)

One of the few Hunters assigned to 7 Squadron, IF-127, awaiting its final destination at Koksijde Air Force Base. (Daniel Brackx collection)

In the early years, 7 Wing operated a mixed fleet of Hunter F.Mk.4 and F.Mk.6s. During the course of 1958, all Hunter F.Mk.4s in the second batch were shipped to SABCA and upgraded to partial F.Mk.6 standards; their Avon 100 engines were not replaced as the Avon 200 was too large to fit in the fuselage. A year later, all these modified aircraft were moved to Koksijde for storage and sold as scrap.

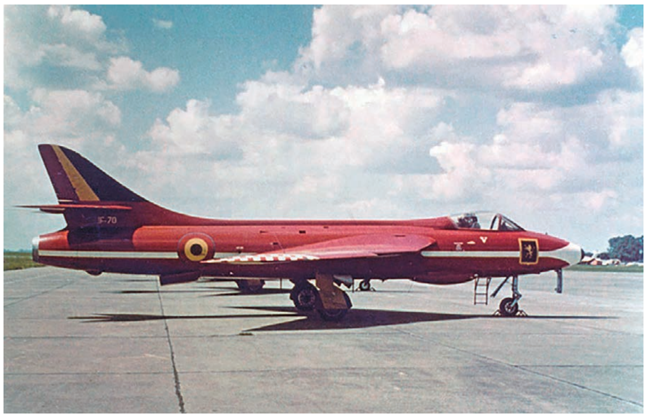
The end of the Hawker Hunter F.Mk.6 of the Belgian Air Force, stored at Koksijde Air Base on 22 August 1964. (Daniel Brackx collection)

In 1960, 7 Wing was the Hunter's only operator and in 1963 the first rumors were heard that this unit would soon be disbanded, which was confirmed by the deactivation of 8 Squadron on 1 August 1963, followed by 7 Squadron on 4 November 1963.

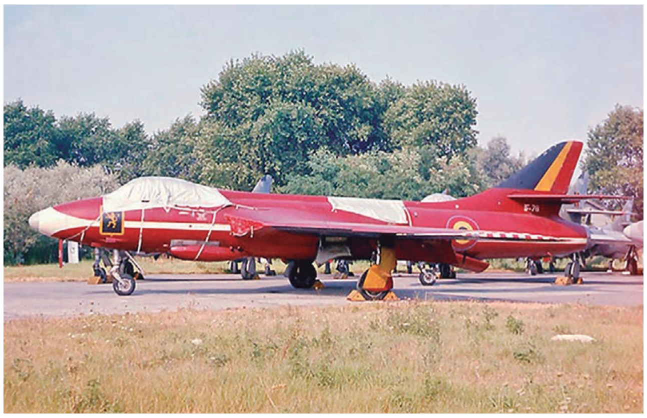
All remaining Hunters were moved to Koksijde for storage. From there at least 93 aircraft were prepared for a ferry flight to the UK after being purchased by Hawker Siddeley Aviation. A large number of these aircraft were upgraded or rebuilt as two-seaters and sold to new users such as India, Iraq, Kuwait, Chile and Lebanon, where many remained operational until the 1990s. Only a single Belgian Hunter F.Mk.6 (IF-65) is preserved in a roundabout near the airbase of Chièvres.

Red Devils

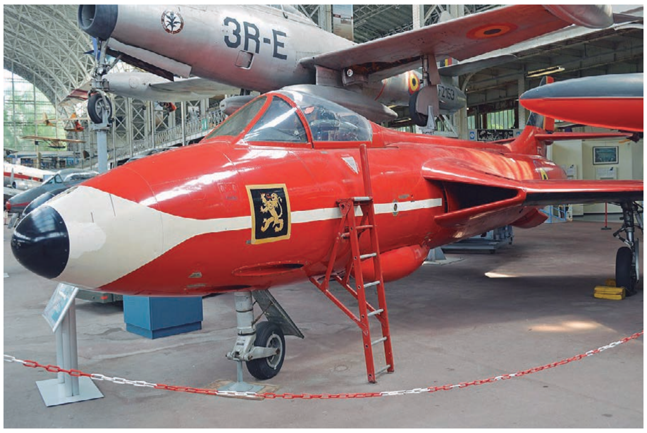
The Hawker Hunter F.Mk.6 was also the "saddle" of the famous Belgian aerobatic team the Red Devils (Rode Duivels, Diables Rouges). The team made their first appearance at the Valenciennes air show in France on June 12, 1957, while the last show equipped with Hunters took place at the air base of Chièvres on 23 June 1963.



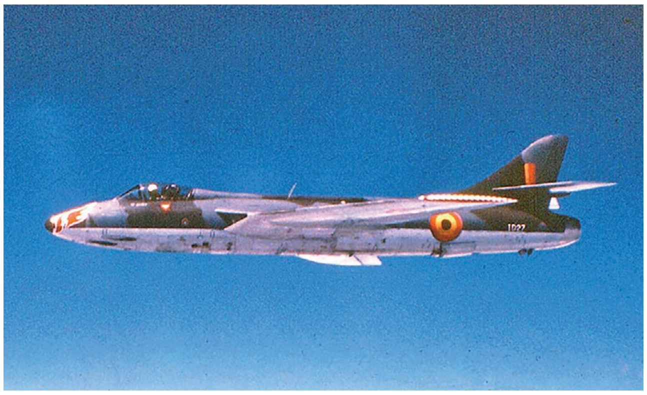
F.Mk.6 No. IF-70 of the Red Devils Squadron, in 1962. (Daniel Brackx collection)



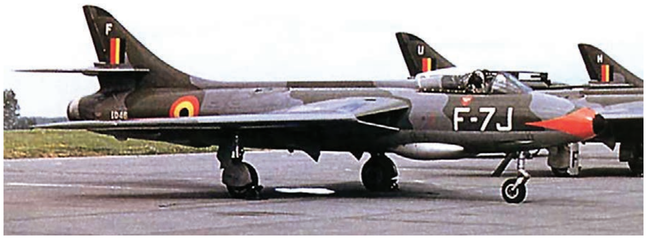
The end of Hunter operations in Belgium brought about the disbandment of the Red Devils aerobatic team. Here we see one of the team's Hunters, F.Mk.6 IF-78, in storage at Koksijde Air Force Base in 1964. Subsequently sold to HSA, it was converted to F.Mk.56A standard for the Indian Air Force. (Daniel Brackx collection)



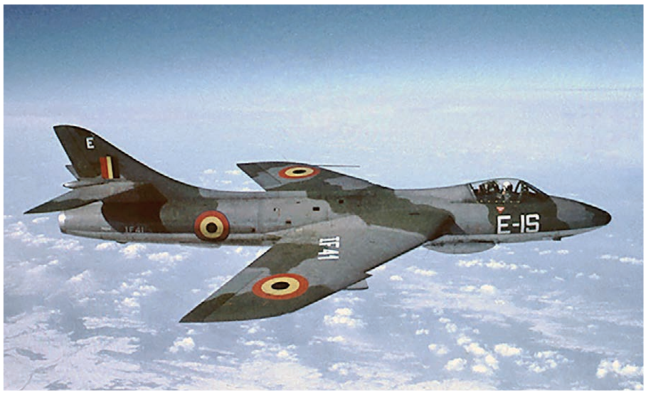
Hunter F.Mk.4 No. ID-46, representing F.Mk.6 No. IF-70 of the Red Devils Squadron on display at the Armed Forces Air and Space Museum, Brussels, 26/06/2016. (Alan Wilson)



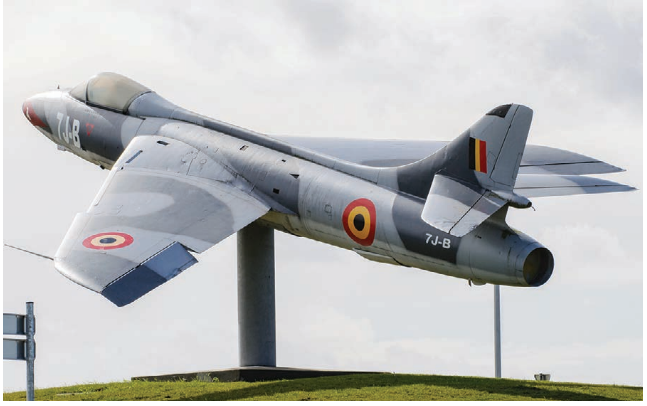
Hunter F.Mk.4 No. ID-27 from 350 Squadron, photographed in flight. (André Bar collection)



Hunter F.Mk.4 No. ID-46/7J-F of 7 Squadron at Chièvres. On display at the Armed Forces Air and Space Museum in the colors and markings of F.Mk.6 IF-70 of the Red Devils Aerobatic team. (Jacques Schelfaut collection)



Hunter F.Mk.6 No. IF-41/IS-E from 22 Squadron, photographed in flight. (André de Failly)



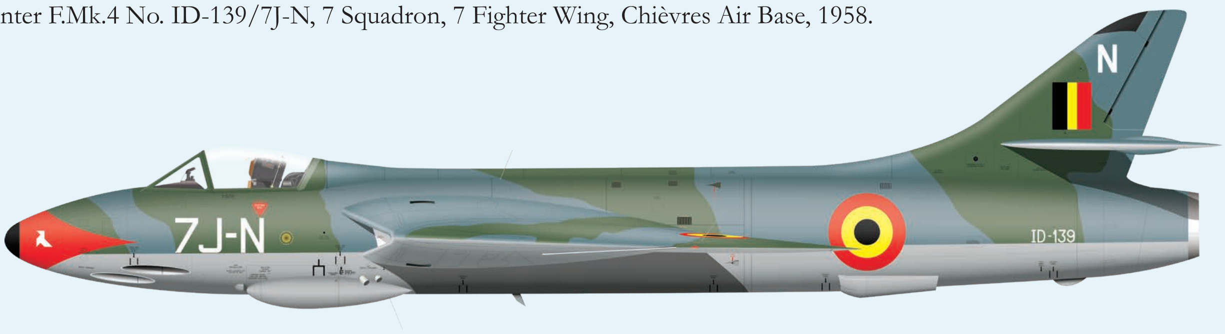
Hunter F.Mk.6 No. IF-65/7J-B, preserved in 2006 as a monument in Chièvres, with updated colors. During its service, this aircraft did not bear the depicted code. (Aad van der Voet)

Details of Hunter F.Mk.6 fleet

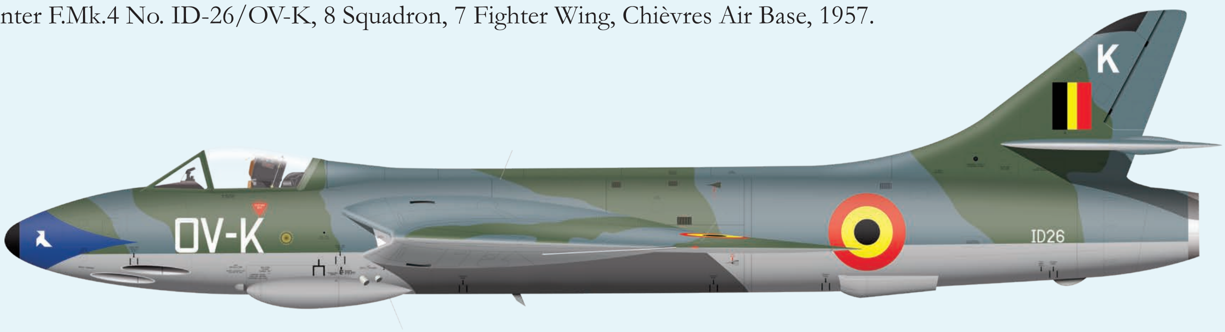
#	ID	Builder	c/n	Start Service	End Service	Final Destination
1	IF-1	Fokker	8745	05-1957	02-1965	1W, Saffraanberg Technical School, preserved at Koksijde, HSA (G-9-187), Indian Air Force (A482).
2	IF-2	Fokker	8746	08-1957	06-1959	A9-G22 (IS-R), G26 (JE-C), lost canopy during take-off en Bierset on 06/06/1959, out of service on 06-1959.
3	IF-3	Fokker	8747	10-1957	02-1963	A9-G22 (IS-V), A7-G8 (OV-C), preserved at Koksijde, HSA (G-9-107), Indian Air Force (A483).
4	IF-4	Fokker	8748	10-1957	05-1963	A9-G22 (IS-O), A7, preserved at Koksijde, HSA (G-9-124), Indian Air Force (A460).
5	IF-5	Fokker	8749	09-1957	04-1959	A9-G22 (IS-S), no repaired after Category 3 accident in Bierset on 02/20/1959, scrapped.
6	IF-6	Fokker	8750	09-1957	04-1962	A9-G22 (IS-W), A7, preserved at Koksijde, G-9-70 (HSA), 570 (Iraq).
7	IF-7	Fokker	8751	09-1957	11-1963	A9-G22 (IS-U), A7-G8 (OV-T), preserved at Koksijde, HSA (G-9-154), India (A474).
8	IF-8	Sabca	8752/T101	10-1957	10-1963	A9-G22 (IS-U), preserved at Koksijde, G-9-127 (HSA), 660 (Iraq).
9	IF-9	Fairey	8753/T102	08-1957	05-1963	Preserved at Koksijde, G-9-133 (HSA), 661 (Iraq).
10	IF-10	Sabca	8754/T103	10-1957	04-1960	Preserved at Koksijde, G-9-71 (HSA), 584 (Iraq).
11	IF-11	Fairey	8755/T104	10-1957	05-1962	JE-A. Preserved at Koksijde, G-9-97 (HSA), 631 (Iraq).
12	IF-12	Fairey	8756/T105	10-1957	03-1958	IS-K. Crashed in Sylt (D.) in a mid-air collision with Hunter IF-40, on 29/03/1958.
13	IF-13	Sabca	8757/T106	11-1957	08-1963	Preserved at Koksijde, G-9-128 (HSA), A463 (India).
14	IF-14	Fairey	8758/T107	11-1957	01-1962	Preserved at Koksijde, G-9-72 (HSA), 572 (Iraq).
15	IF-15	Fairey	8759/T108	11-1957	10-1962	Explosion during engine start at Beauvechain on 11/07/1962, is shown at "Den Tir" in Kiel.
16	IF-16	Sabca	8760/T109	12-1957	08-1963	IS-D. Preserved at Koksijde, G-9-123 (HSA), A462 (India).
17	IF-17	Fairey	8261/T110	12-1957	11-1963	JE-I. Preserved at Koksijde, G-9-158 (HSA), A476 (India)
18	IF-18	Fairey	8762/T111	12-1957	10-1963	Preserved at Koksijde, G-9-148 (HSA), A472 (India).
19	IF-19	Sabca	8763/T112	01-1958	07-1958	Crashed in Chièvres el 21/03/1958, G-APUX (trainer T.66A conversion), 567 (Iraq), G-APUX, L-581 (Lebanon), G-9-232 (HSA), J- 718 (Chile), preserved in Chilean Aeronautic Museum at Los Cerrillos Air Base (Chile).
20	IF-20	Fokker	8764	11-1957	04-1960	Preserved at Koksijde, G-9-73 (HSA), 637 (T.69 - Iraq).
21	IF-21	Fokker	8765	10-1957	04-1960	IS-X. Preserved at Koksijde, G-9-74 (HSA), 574 (Iraq)
22	IF-22	Fokker	8766	11-1957	07-1963	JE-N. Preserved at Koksijde, G-9-108 (HSA), 659 (Iraq).
23	IF-23	Fairey	8767/T113	12-1957	12-1961	OV-L. Mid-air collision in Croix-lez-Ronveroy (F.) on 15/04/1960 with Super Mystère from ADLA.
24	IF-24	Fairey	8768/T114	12-1957	11-1961	Preserved at Koksijde, G-9-75 (HSA), 577 (Iraq).
25	IF-25	Sabca	8769/T115	12-1957	10-1963	"Red Devils" aerobatic team, preserved at Koksijde, G-9-162 (HSA), 671 (Iraq), 693 (Iraq).
26	IF-26	Fairey	8770/T116	12-1957	10-1961	Preserved at Koksijde, G-9-76 (HSA), 212 (Kuwait).
27	IF-27	Fairey	8771/T117	12-1957	03-1960	JE-B. Preserved at Koksijde, G-9-77 (HSA), 575 (Iraq).
28	IF-28	Sabca	8772/T118	01-1958	04-1960	JE-T. Preserved at Koksijde, G-9-78 (HSA), 573 (Iraq).
29	IF-29	Fairey	8773/T119	01-1958	11-1958	OV-D. Crashed in Chièvres on 28/05/1958, scrapped.
30	IF-30	Fairey	8774/T120	02- 1958	08- 1958	JE-J. Damaged during crash landing in Sylt (D.) on 21/05/1958, not repaired.
31	IF-31	Sabca	8775/T121	01-1958	10-1963	Preserved at Koksijde, G-9-120 (HSA), 674 (Iraq), 696 (Iraq).
32	IF-32	Fairey	8776/T122	01-1958	11-1962	OV-F. Preserved at Koksijde, G-9-100 (HSA), 583 (Iraq).
33	IF-33	Fairey	8777/T123	01-1958	09-1958	JE-C. Crashed in Juprelle on 16/07-1958 after a mid-air collision with Hunter IF-47.
34	IF-34	Sabca	8778/T124	01-1958	08- 1962	JE-E. Preserved at Koksijde, G-9-96 (HSA), Lebanon (L-282), 802 (Jordan), 802 (Oman)
35	IF-35	Fokker	8779	11-1957	06-1959	JE-O. Crashed in Eghezée-Méhaigne on 21/04/1959 after a collision with a tow target.
36	IF-36	Fokker	8780	01-1958	03-1963	Preserved at Koksijde, G-9-141 (HSA), A492 (India).
37	IF-37	Fokker	8781	01-1958	04-1962	OV-K. "Red Devils" aerobatic team, preserved at Koksijde, G-9-79 (HSA), 211/B, 211/A (Kuwait).
38	IF-38	Fairey	8782/T125	01-1958	06-1959	JE-F. Crash landing in Bierset on 26/02/1959.
39	IF-39	Fairey	8783/T126	01-1958	06-1959	Category 3 accident on 30/04/1959, not repaired.
40	IF-40	Sabca	8784/T127	03-1958	03-1958	Scrapped en Sylt (D.) after a mid-air collision with Hunter IF-12 on 29/03/1958.
41	IF-41	Fairey	8785/T128	01-1958	12-1961	JE-H, IS-E. Preserved at Koksijde, HSA (G-9-80) Kuwait (213)
42	IF-42	Fairey	8786/T129	01-1958	08-1962	JE-J. Destined to Saffraanberg Technical School, as instructional fuselage, scrapped.
43	IF-43	Sabca	8787/T130	04-1958	05-1963	IS-G. Preserved at Koksijde, G-9-117 (HSA), A488 (India).
44	IF-44	Fokker	8789	01-1958	02-1963	Preserved at Koksijde, G-9-106 (HSA), J-703 (Chile).
45	IF-45	Fokker	8790	12-1957	01-1962	IS-N. Crashed in Chièvres on 29/12/1961 due to a brakes failure.
46	IF-46	Fokker	8791	11-1957	01-1962	OV-A. Destroyed after multiple bird strikes in flight on 19/10/1961, cannibalized by SABCA.
47	IF-47	Fairey	8792/T131	01-1958	07-1958	JE-L. Crashed in Juprelle on 16/07/1958 after a mid-air collision with Hunter IF-33.
48	IF-48	Fairey	8793/T132	01-1958	04-1963	JE-M. Preserved at Koksijde, G-9-81, (HSA), 571 (Iraq).
49	IF-49	Sabca	8794/T133	03-1958	11-1963	"Red Devils" aerobatic team, preserved at Koksijde, G-9-159 (HSA), 680, 702 (Iraq).
50	IF-50	Fairey	8795/T134	02-1958	04-1963	OV-P. Preserved at Koksijde, G-9-134 (HSA), A465 (India).
51	IF-51	Fairey	8796/T135	05- 1958	03-1960	Preserved at Koksijde, G-9-82 (HSA), 581 (Iraq).
52	IF-52	Sabca	8797/T136	03-1958	05-1962	JE-T. Crashed in Chateau Forcien (F.) after a mid-air collision with Hunter IF-133, on 09/10/1961.
53	IF-53	Fokker	8800	02-1958	1963	Preserved at Koksijde, G-9-186 (HSA), instructional fuselage in Kingston upon Thames Training School, nose section to Sciences Museum of London.
54	IF-54	Fokker	8801	12-1958	06-1963	IS-A. Preserved at Koksijde, G-9-116 (HSA), 670, 692 (Iraq).
55	IF-55	Fairey	8802/T137	03-1958	05-1958	IS-Q. Crashed during take-off in Bierset on 18/11/1958.
56	IF-56	Fairey	8803/T138	06-1958	11-1962	JE-U, OV-U. Preserved at Koksijde, G-9-101 (HSA), 210/1 (T.67), 210/Z (Kuwait).
57	IF-57	Sabca	8804/T139	04-1958	09-1963	OV-K. Preserved at Koksijde, a SABCA, scrapped.
58	IF-58	Fairey	8805/T140	03-1958	07-1958	JE-S. Crashed in Mons-Grotteux on 21/04/1958.
59	IF-59	Fairey	8806/T141	03-1958	10-1963	JE-X. Preserved at Koksijde, G-9-125 (HSA), 675, 697 (Iraq).
60	IF-60	Sabca	8807/T142	03-1958	10-1963	OV-L. Preserved at Koksijde, G-9-145 (HSA), L280, L286 (T.66C) (Lebanon).
61	IF-61	Fokker	8808	12-1958	03-1963	JE-R, OV-W. Category 3 accident on 28/02/1963, not repaired, scrapped.
62	IF-62	Fairey	8812/T143	04-1958	10-1962	OV-M. "Red Devils" aerobatic team, preserved at Koksijde, G-9-146 (HSA), A469 (India).
63	IF-63	Fairey	8813/T144	04-1958	05-1959	OV-N. Crashed in Beauvechain el 18/03/1959, due to engine failure.
64	IF-64	Sabca	8814.T145	05-1958	03-1963	OV-H, JE-P. Preserved at Koksijde, G-9-142 (HSA), A479 (India).
65	IF-65	Fairey	8815/T146	04-1958	06-1962	OV-P. Guard at Bevingen, preserved at Kapellen y Beauvechain, monument at Chièvres round abound.
66	IF-66	Fairey	8816/T147	Apr1958	06-1963	JE-C. Preserved at Koksijde, G-9-138 (HSA), A491 (India).
67	IF-67	Sabca	8817/T148	04-1958	06-1959	OV-R. Decommissioned by starter explosion at Chièvres on 29/01/1959, wings and tail to G-APUX (IF-19).
68	IF-68	Fokker	8818	01-1959	12-1961	Preserved at Koksijde, HSA (G-9-83), 568 (T.69) (Iraq), private collection Sue & Roy Jerman, Welshpool, Gales (UK).
69	IF-69	Fokker	8819	02-1959	03-1963	OV-G. Preserved at Koksijde, G-9-129 (HSA), 214 (Kuwait).

#	ID	Builder	c/n	Start Service	End Service	Final Destination
70	IF-70	Fokker	8820	12-1958	11-1963	"Red Devils" aerobatic team, preserved at Koksijde, G-9-160 (HSA), 215 (Kuwait).
71	IF-71	Fairey	8822/T149	04-1958	11-1963	OV-Q. Preserved at Koksijde, G-9-151 (HSA), 668, 690 (Iraq).
72	IF-72	Fairey	8823/T150	05-1958	09-1963	Preserved at Koksijde, G-9-150 (HSA), 868, 700, (Iraq).
73	IF-73	Sabca	8824/T151	05-1958	04-1959	IS-K. Decommissioned by structural damage during aerobatic training over St. Hubert on 03/02/1959.
74	IF-74	Fairey	8825/T152	05-1958	08-1963	OV-S. Preserved at Koksijde, G-9-109 (HSA), 673, 695 (Iraq).
75	IF-75	Fairey	8826/T153	05-1958	05-1962	Preserved at Koksijde, G-9-84 (HSA), 587 (Iraq).
76	IF-76	Sabca	8827/T154	06-1958	02-1962	Damaged during maintenance at SABCA (Gosselies) on 03/03/1961, preserved at Koksijde, scrapped.
77	IF-77	Fokker	8831	01-1958	03-1963	"Red Devils" aerobatic team, preserved at Koksijde, G-9-118 (HSA), A461 (India).
78	IF-78	Fairey	8832/T155	05-1958	10-1963	OV-V. "Red Devils" aerobatic team, preserved at Koksijde, G-9-163 (HSA), A478 (India).
79	IF-79	Fairey	8833/T156	05-1958	02-1962	OV-A, IS-R. Preserved at Koksijde, G-9-85 (HSA), 628 (Iraq).
80	IF-80	Sabca	8834/T157	06-1958	05-1962	OV-L. "Red Devils" aerobatic team, preserved at Koksijde, G-9-86 (HSA), 630 (Iraq).
81	IF-81	Fairey	8835/T158	05-1958	10-1961	Decommissioned in Chièvres on 29/09/1961, after engine starter explosion.
82	IF-82	Fokker	8836	03-1958	09-1958	JE-Y. Crashed in La Bruyère/Beauvechain on 27/06/1958.
83	IF-83	Fokker	8837	02-1958	1960	JE-P, JE-Q. Crashed in Bierset on 01/09/1959, due to an engine flame-out during landing.
84	IF-84	Fairey	8842/T159	06-1958	03-1960	IS-P. Preserved at Koksijde, G-9-87 (HSA), 567 (T.69) (Iraq).
85	IF-85	Sabca	8843/T160	07-1958	09-1963	Preserved at Koksijde, G-9-139 (HSA), A467 (India).
86	IF-86	Fairey	8844/T161	06-1958	08-1963	OV-K1. Preserved at Koksijde, G-9-110 (HSA), L176 (Lebanon).
87	IF-87	Fairey	8845/T162	07-195	09-1963	IS-T, OV-A1. Preserved at Koksijde, G-9-149 (HSA), 669, 691 (Iraq).
88	IF-88	Fokker	8847	Fab 1958	03-1960	IS-L. Preserved at Koksijde, G-9-88 (HSA), 578 (Iraq)
89	IF-89	Fokker	8848	03-1958	11-1963	OV-Z. Preserved at Koksijde, G-9-161 (HSA), A477 (India).
90	IF-90	Fokker	8849	03-1958	06-1959	JE-Z. Crash landing in Bierset on 04/04/1958.
91	IF-91	Sabca	8852/T163	07-1958	12-1962	OV-W. Preserved at Koksijde, G-9-122 (HSA), A459 (India).
92	IF-92	Fairey	8853/T164	07-1958	08-1959	OV-C1. Damaged in Chièvres en 1959, scrapped, used by diving training in Rochefontaine quarry.
93	IF-93	Fairey	8854/T165	07-1958	11-1963	"Red Devils" aerobatic team, preserved at Koksijde, G-9-126 (HSA), 676, 698 (Iraq).
94	IF-94	Sabca	8855/T166	08-1958	07-1962	Preserved at Koksijde, G-9-98 (HSA), 629 (Iraq).
95	IF-95	Fokker	8860	05-1958	12-1960	Crashed in Chièvres el 28/04/1960 in a mid-air collision with Hunter IF-119, during “Red Devils” training.
96	IF-96	Fokker	8861	03-1958	09-1963	Preserved at Koksijde, G-9-121 (HSA), L177, L277 (Lebanon).
97	IF-97	Fairey	8862/T167	11-1958	05-1960	IS-B. Preserved at Koksijde, G-9-89 (HSA), 626 (Iraq).
98	IF-98	Fairey	8863/T168	07-1958	07-1963	Preserved at Koksijde, G-9-137 (HSA), A490 (India).
99	IF-99	Sabca	8864/T169	07-1958	06-1963	OV-M, OV-E. Preserved at Koksijde, G-9-135 (HSA), 699 (Iraq).
100	IF-100	Fairey	8865/T170	07-1958	1960	IS-A. Crash landing in Bierset on 14/09/1959, to Wevelgem as spare supplies.
101	IF-101	Fokker	8866	08-1958	08-1963	Preserved at Koksijde, G-9-114 (HSA), L179, L279 (Lebanon).
102	IF-102	Fairey	8872/T171	08-1958	02-1959	JE-CC. Crashed in Bierset/Momalle on 17/09/1958, after a flame-out engine during take-off.
103	IF-103	Sabca	8873/T172	08-1958	07-1959	IS-E. Crashed in Jumet on 10/07/1959 during approaching to Gosselies.
104	IF-104	Fairey	8874/T173	07-1958	08-1963	JE-L, OV-V. Preserved at Koksijde, G-9-130 (HSA), A464 (India).
105	IF-105	Fairey	8875/T174	10-1958	01-1960	JE-V, JE-P. Crashed in Seny on 25/01/1960.
106	IF-106	Sabca	8876/T175	08-1958	05-1963	Preserved at Koksijde, G-9-104 (HSA), J-701 (Chile).
107	IF-107	Fokker	8878	04-1958	03-1960	JE-G. Preserved at Koksijde, G-9-90 (HSA), 580 (Iraq).
108	IF-108	Fokker	8879	05-1958	08-1963	Preserved at Koksijde, G-9-105 (HSA), J-702 (Chile), monument at El Bosque Air Force Base.
109	IF-109	Fokker	8880	04-1958	05-1959	OV-Y. Crashed in Ronquères on 11/12/1958.
110	IF-110	Fairey	8882/T176	09-1958	11-1963	JE-K. Preserved at Koksijde, G-9-147 (HSA), A471 (India).
111	IF-111	Fairey	8883/T170	10-1958	06-1962	Mid-air collision with Hunter IF-26. No repaired, used as spare parts.
112	IF-112	Sabca	8884/T171	02-1959	08-1963	Preserved at Koksijde, G-9-119 (HSA), L-281, L-287 (T.66C) (Lebanon), preserved at Rayak.
113	IF-113	Fairey	8885/T179	09-1958	08-1963	Preserved at Koksijde, G-9-115 (HSA), A487 (India).
114	IF-114	Fairey	8886/T180	08-1958	03-1962	Preserved at Koksijde, G-9-91 (HSA), A473 (India).
115	IF-115	Sabca	8892/T181	12-1958	10-1963	IS-M. Preserved at Koksijde, G-9-152 (HSA), A473 (India).
116	IF-116	Fairey	8893/T182	11-1958	08-1963	Preserved at Koksijde, G-9-140 (HSA), A468 (India).
117	IF-117	Fairey	8894/T183	11-1958	06-1963	Preserved at Koksijde, G-9-143 HSA), A494 (India).
118	IF-118	Sabca	8895/T184	12-1958	1960	OV-D. Crash landing in Chièvres on 04/09/1959.
119	IF-119	Fokker	8896	04-1958	1960	OV-I. Mid-air collision with Hunter IF-95 during "Red Devils" training on 18/04/1960, cannibalized.
120	IF-120	Fokker	8897	04-1958	03-1963	OV-Z, OV-V. Preserved at Koksijde, G-9-136 (HSA), A466 (India).
121	IF-121	Fokker	8898	05-1958	05-1959	IS-Q. Crashed in Maillen on 03/10/1958, after a non-voluntary pilot ejection.
122	IF-122	Fairey	8902/T185	11-1958	11-1962	Preserved at Koksijde, G-9-92 (HSA), 579 (Iraq).
123	IF-123	Fairey	8903/T186	12-1958	10-1963	Preserved at Koksijde, G-9-144 (HSA), A470 (India).
124	IF-124	Sabca	8904/T187	12-1958	08-1963	Preserved at Koksijde, G-9-113 (HSA), A480 (India).
125	IF-125	Fairey	8905/T188	01-1959	09-1963	Preserved at Koksijde, scrapped.
126	IF-126	Fokker	8909	06-1958	01-1962	IS-U. Preserved at Koksijde, G-9-93 (HSA), 585 (Iraq).
127	IF-127	Fokker	8910	06-1958	10-1963	JE-B. Preserved at Koksijde, G-9-157 (HSA), A475 (India).
128	IF-128	Fokker	8911	06-1958	07-1963	OV-F1. Preserved at Koksijde, G-9-131 (HSA), A483 (India).
129	IF-129	Fairey	8912/T189	01-1959	08-1963	Preserved at Koksijde, G-9-102 (HSA), L-178, L278 (Lebanon).
130	IF-130	Sabca	8913/T190	02-1959	08-1961	Crashed in Adinkerke near Koksijde on 30/05/1960, due to an engine failure, cannibalized in Wevelgem.
131	IF-131	Fairey	8914/T191	01-1959	03-1963	OV-O. "Red Devils" aerobatic team, preserved at Koksijde, G-9-111 (HSA), A487 (India).
132	IF-132	Fairey	8915/T192	04-1959	11-1963	"Red Devils" aerobatic team, preserved at Koksijde, G-9-132 (HSA), A489 (India).
133	IF-133	Fokker	8922	07-1958	05-1962	IS-B1. Crashed in Château-Forcien (F.), after a mid-air collision with Hunter IF-52, on 09/10/1961.
134	IF-134	Fokker	8923	Aug1958	08-1961	OV-E. Crashed during take-off in Chièvres on 23/06/1960.
135	IF-135	Fokker	8924	07-1958	10-1963	Preserved at Koksijde, G-9-153 (HSA), 672, 694, (Iraq).
136	IF-136	Fokker	8931	09-1958	03-1960	JE-P. Decommissioned after a bird strike at Bierset Air Base on 06/08/1959.
137	IF-137	Fokker	8932	09-1958	11-1963	"Red Devils" aerobatic team, preserved at Koksijde, G-9-156 (HSA), A481 (India).
138	IF-138	Fokker	8933	09-1958	10-1963	Preserved at Koksijde, G-9-155 (HSA), 679, 701 (Iraq).
139	IF-139	Fokker	8940	09-1958	06-1959	IS-J. Crash landing in Bierset on 22/12/1958, due to an engine malfunction.
140	IF-140	Fokker	8941	10-1958	12-1960	JE-N, OV-B. Preserved at Koksijde, G-9-94 (HSA), 576 (Iraq).
141	IF-141	Fokker	8949	10-1958	07-1963	IS-X. "Red Devils" aerobatic team, preserved at Koksijde, G-9-103 (HSA), J-700 (Chile).
142	IF-142	Fokker	8949	11-1958	12-1961	OV-B. Preserved at Koksijde, G-9-95 (HSA), 580, 582 (Iraq).
143	IF-143	Fokker	8950	11-1958	10-1962	IS-M. Preserved at Koksijde, G-9-99 (HSA), 589 (T.69) (Iraq).
144	IF-144	Fokker	8951	11-1958	08-1963	"Red Devils" aerobatic team, preserved at Koksijde, G-9-112 (HSA), A486 (India).

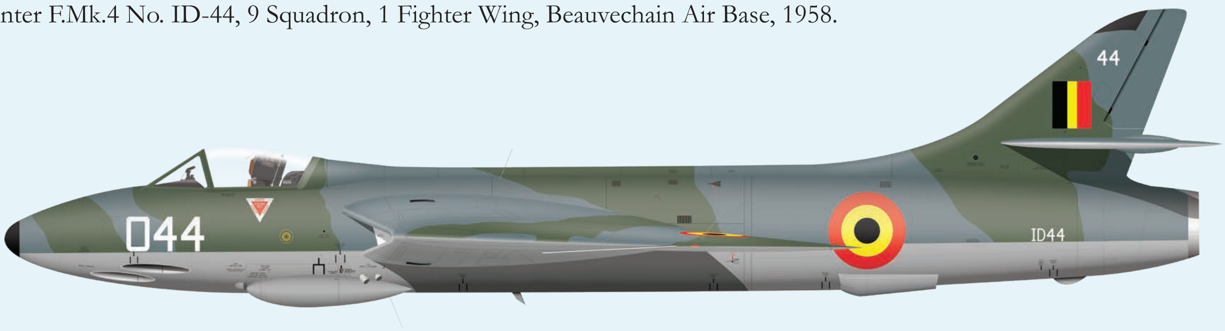
Hunter F.Mk.4 No. ID-139/7J-N, 7 Squadron, 7 Fighter Wing, Chièvres Air Base, 1958.



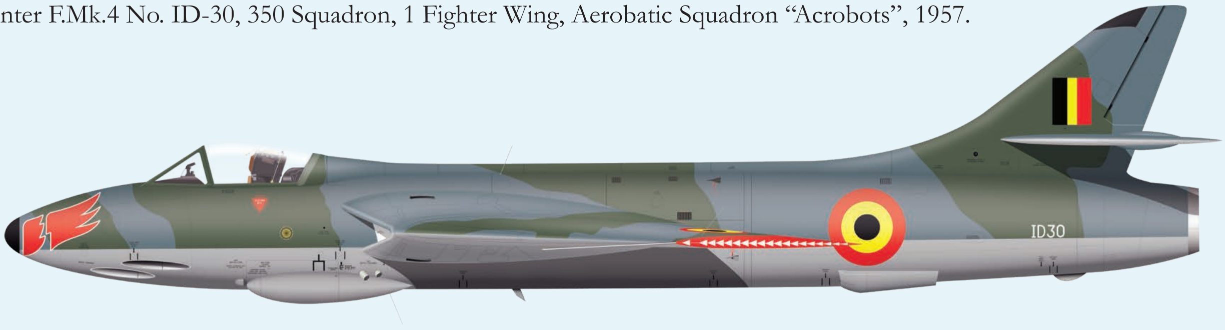
Hunter F.Mk.4 No. ID-26/OV-K, 8 Squadron, 7 Fighter Wing, Chièvres Air Base, 1957.



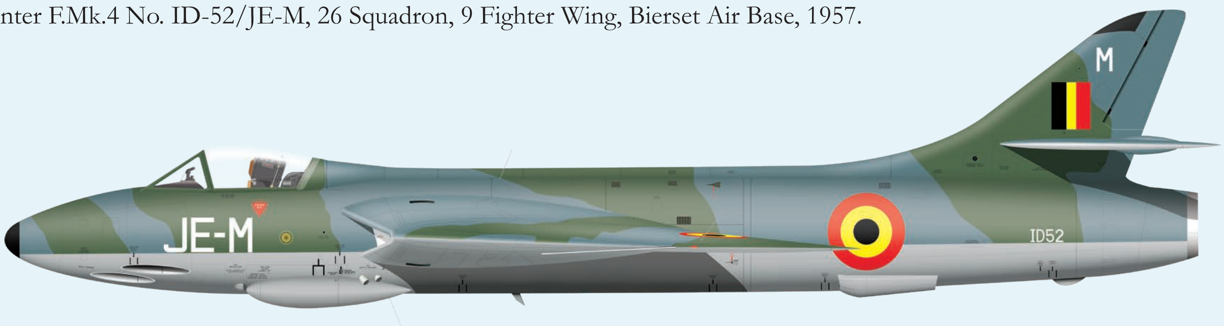
Hunter F.Mk.4 No. ID-44, 9 Squadron, 1 Fighter Wing, Beauvechain Air Base, 1958.



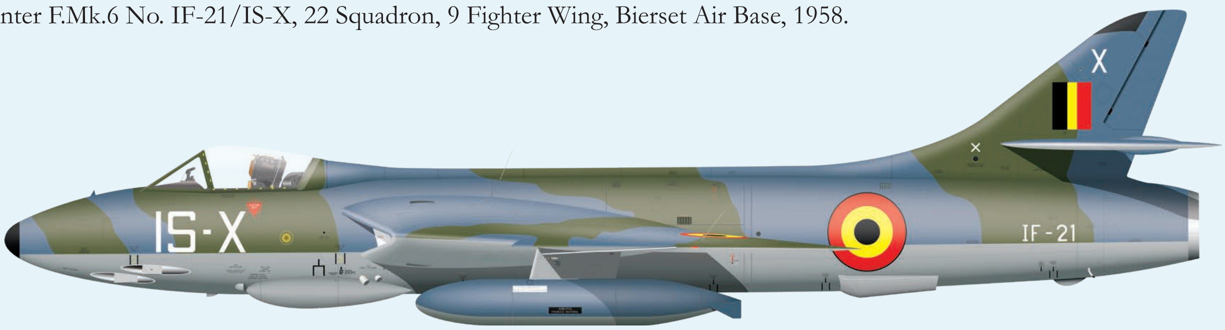
Hunter F.Mk.4 No. ID-30, 350 Squadron, 1 Fighter Wing, Aerobatic Squadron "Acrobots", 1957.



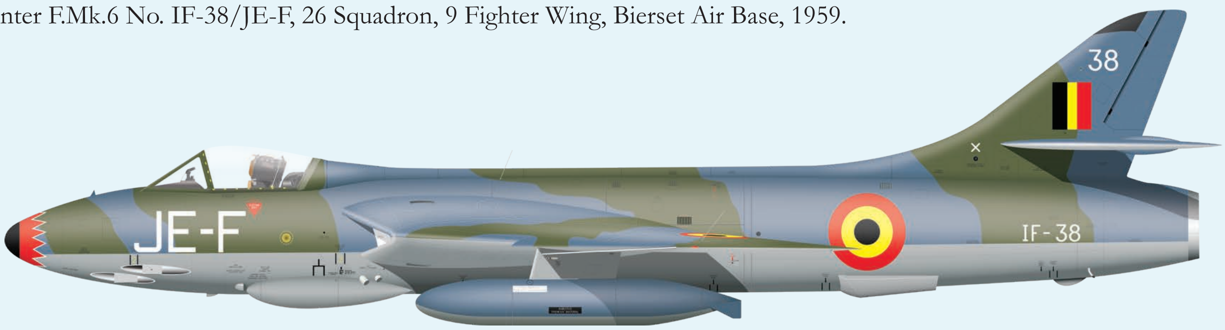
Hunter F.Mk.4 No. ID-52/JE-M, 26 Squadron, 9 Fighter Wing, Bierset Air Base, 1957.



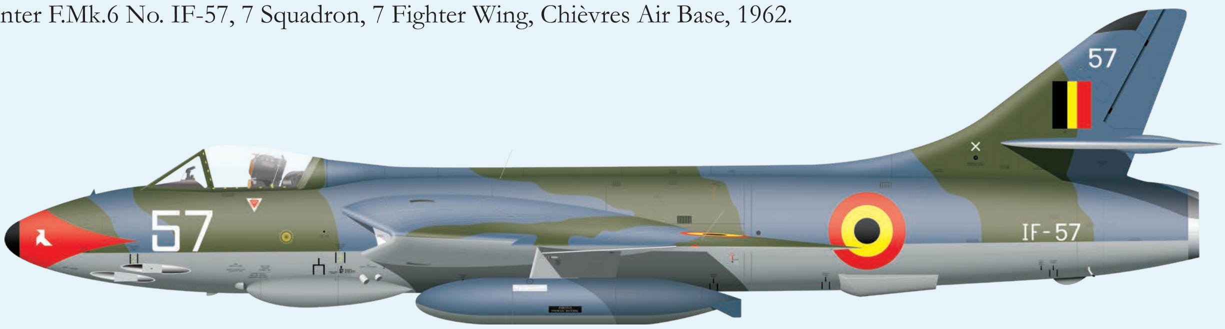
Hunter F.Mk.6 No. IF-21/IS-X, 22 Squadron, 9 Fighter Wing, Bierset Air Base, 1958.



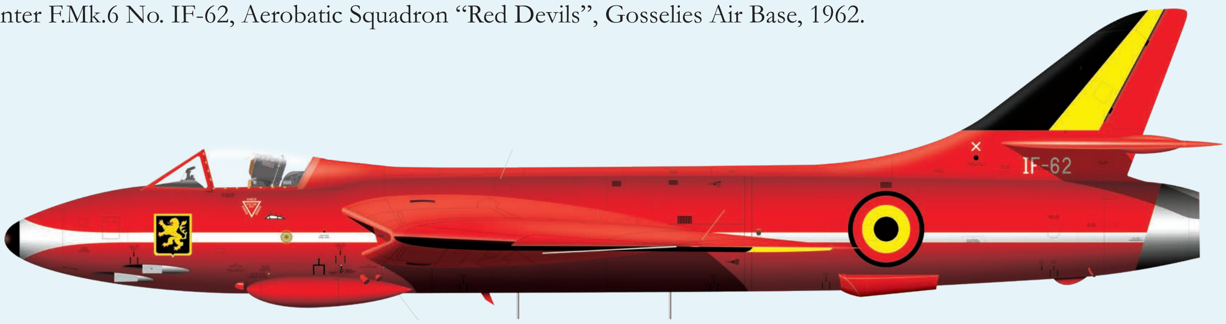
Hunter F.Mk.6 No. IF-38/JE-F, 26 Squadron, 9 Fighter Wing, Bierset Air Base, 1959.



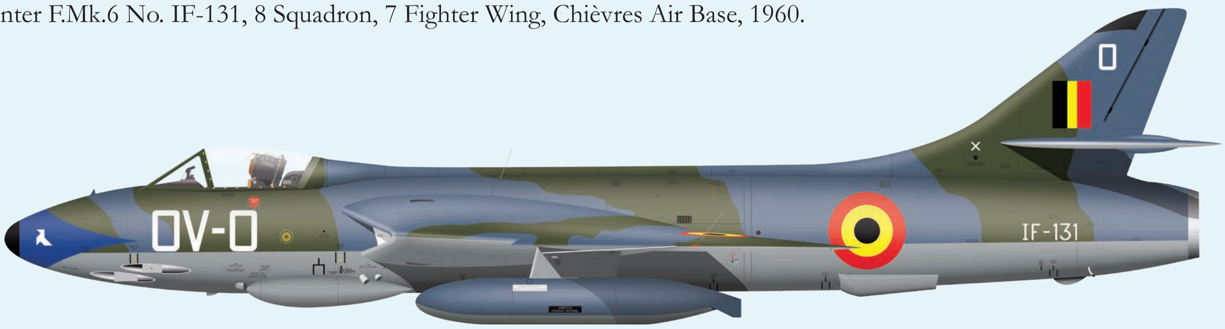
Hunter F.Mk.6 No. IF-57, 7 Squadron, 7 Fighter Wing, Chièvres Air Base, 1962.



Hunter F.Mk.6 No. IF-62, Aerobatic Squadron “Red Devils”, Gosselies Air Base, 1962.



Hunter F.Mk.6 No. IF-131, 8 Squadron, 7 Fighter Wing, Chièvres Air Base, 1960.



The Hunter in service with the Royal Netherlands Air Force

The replacement for Gloster Meteor

As in the Belgian Air Force, the Hawker Hunter replaced the Gloster Meteor of the Royal Netherlands Air Force (KLu). In 1953, a consortium that included the manufacturers Fokker, Aviolanda, De Schelde, Werkspoor, Avions Fairey, SABCA and FN-Herstal were ordered to produce more than 400 aircraft under license. FN-Herstal was responsible for producing the engines, while Fokker, SABCA and Fairey were responsible for the construction of the aircraft. Some of the financial resources came from the US MDAP (Major Defense Acquisition Program) during the course of the Cold War. Fokker eventually manufactured 96 Hunter F.Mk.4 (N-101 to N-196) and 93 F.Mk.6 (N-201 to N-293) for KLu and 104 other aircraft for Belgium Air Force, while 152 kits were built in Belgium.

The first six Hunter F.Mk.4s for the KLu were manufactured at Hawker Siddeley in England, delivering six "construction kits". The remaining 90 aircraft were built by Fokker under license. The first F.Mk.4 manufactured in HSA (No. N-101) flew on 3 March 1955. The first Hunters were assigned to 325 Squadron at Leeuwarden Air Force Base from December 1955. The first Hunter built by Fokker (No. N-107) was delivered on 1 February 1956 along with three other kits. The last F.Mk.4 was delivered on 1 November 1957 and was assigned to 322 Squadron at Soesterberg Air Force Base. The identification of the aircraft initially consisted of the registration number of the Squadrons painted on the nose, while the registration number of the aircraft was placed on both sides of the vertical stabilizer, under the flag. In 1960, the Squadrons' registration numbers were removed and the aircraft registration number with the prefix "N-", also in the nose, was applied.

The Operational use of the Hunter in the KLu had some drawbacks in its inception: problems for pilots to control the aircraft, as it was more sensitive to the effects of wind, compared to the Meteor. Additionally, there were problems with the Ferranti gun-sight, along with gun aiming problems, which were solved with the help of RAF specialists.

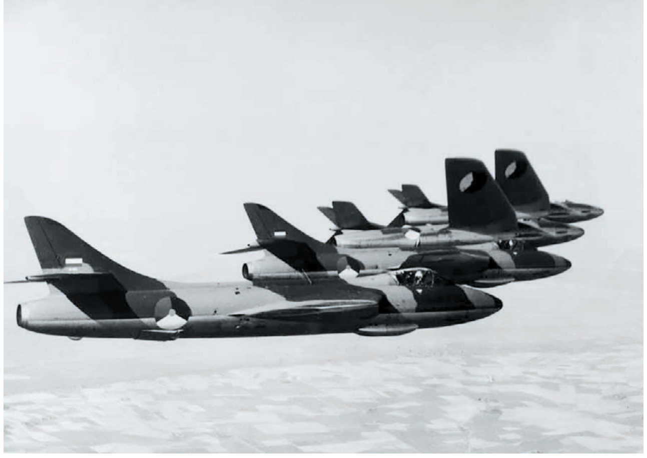
The first Hunter F.Mk.4 to be built at Schiphol's Fokker factory, included No. N-102. In the background you can see Fokker S.14 and Gloster Meteor aircraft. (NIMH)

As with the Hunter F.Mk.4 of the Belgian Air Force, the Netherlander Hunters received modification No. 228 in the late 1950s, which consisted of standardizing F.Mk.6 equipment and including the extension of the leading edge of the wings (dog's tooth), the improved horizontal stabilizer and the gun deflectors. But like its Belgian counterpart, it could not include the Avon engine of the F.Mk.6 model because of dimension restrictions on the fuselage of the F.Mk.4 model.

DANGER
EJECTION SEAT
DANGER
DANGER

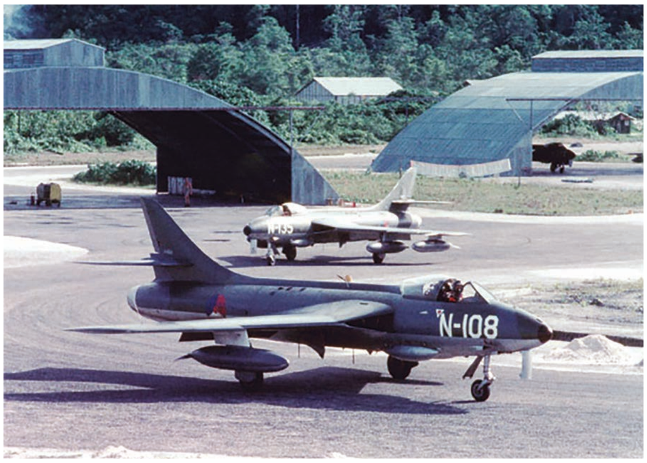
KLu test pilot Gerben Sondermann performing an acceptance flight to a Hunter F.Mk.4. Sondermann died in an accident in the United States during a demonstration of a Fokker S.14 on 20 October 1955. (KLu)

The Hunter F.Mk.4 equipped No. 323, 324, 325, 326 and 327 squadrons between 1955 and 1956, while 322 Squadron was the last to receive F.Mk.4s from 1958.



First Formation of Hunter F.Mk.4 belonging to the KLu, carried out on 12 April 1956. It is clear that the planes are newly arrived by the state of their paint schemes and the lack of Squadron markings. (Nicolaas Dijxhoorn)

Squadron No. 322 was sent to Biak Island during 1960 to face the Papua New Guinea crisis. On that occasion it deployed 12 of its F.Mk.4 Hunters. However, the F.Mk.4's engine performance was poor, due to the humidity of the tropical operating environment in the area, which is why they had to be backed up by 14 Hunter F.Mk.6 from the same squadron.



Element of Hunter F.Mk.4 of the KLu, operating in the island of Biak. Both aircraft use modification No. 228, which is evident in the extensions of the wing's leading edge. (NIMH)

At least 20 Hunter F.Mk.4s were lost during the brief operating time with the KLu. Perhaps one of the most spectacular accidents was Hunter N-175 from 323 Squadron, which performed a night flight practice past midnight on 24 February 1961, crashing into Sabre F-86K No. Q-349 from 702 Squadron. Despite the impact, both pilots managed to eject without injury. The Hunter crashed near Weidum, while the Sabre fell on Harinxmakanaal, near Deinum.

The introduction of the Hunter was not without accidents: left the remains of Hunter F.Mk.4 N-175 that collided in the air with the North American Sabre Q-349 near Weidum on 25/02/1961, fortunately both pilots ejected. Next, First Lieutenant JW van Es, who was not so lucky and died when his Hunter F.Mk.4 N-140 crashed near Nipsen on 30/11/1959. (NIMH)

Hunter F.Mk.4 from 325 Squadron take off in formation to move to Gilze-Rijen Air Base to participate in the National Aerobatic Fly Championship, August 24, 1957. (Gerrit Boxem)

During its brief operation, Hunter F.Mk.4 reached a distinction in some of the combined exercises with other NATO-based Air Forces.

Pilots who participated in NATO's international shooting competition, in Cazaux, France, 1959, posing in front of F.Mk.4 N-196. (NIMH)

Hunter F.Mk.4 N-122 during an open day at the exhibition "Forat" in Zevenaar on 23 March 1964. (NIMH)

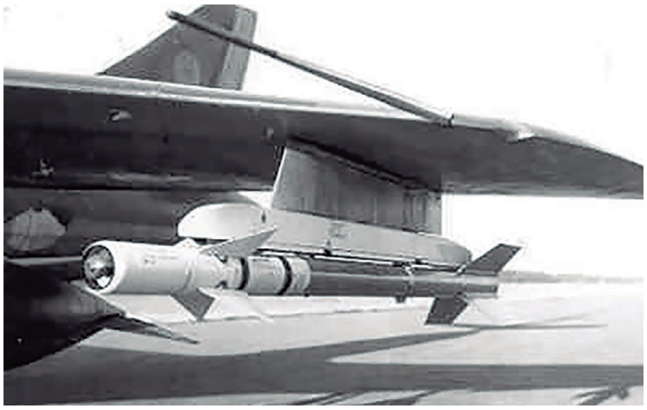
Most of the Hunter F.Mk.4s ended their operating days at the KLu between 1960 and 1963, many of whom were scrapped to be sold to scrap metal. Some were removed from service for instructional purposes or used for firefighting exercises. A few examples were preserved as gate guardians at some air bases.

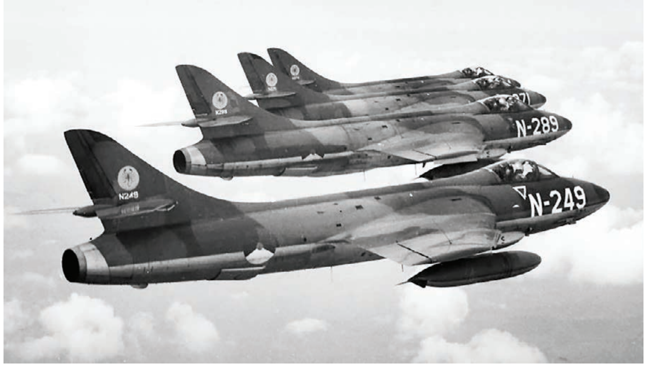
Hunter F.Mk.4 N-115, put on display in a hangar at Leeuwarden Air Force Base for the 50th anniversary of the Royal Netherlands Air Force, 17 June 1963. (NIMH)

Sad end of Hunter F.Mk.4 N-194. This aircraft belonged to No. 324 and No. 323 Squadrons, being withdrawn from service in 1960. It was then used as an instructional airframe and was eventually used for fire practices before being scrapped in 1967. (NIMH)

Arrival of the Hunter F.Mk.6

Not a year had passed after the commissioning of the Hunter F.Mk.4 when the Hunter F.Mk.6 was also put into production during 1957 by the Fokker consortium, which delivered 93 such aircraft for the KLu. From October 1957, the first aircraft flew in the Netherlands service and the last F.Mk.6 was delivered in April 1959. Subsequently, the Hunter F.Mk.6 was equipped with Philco Ford GAR-6 Sidewinder missiles to fulfill the interceptor role. These missiles would be used during the crisis in New Guinea in 1960.

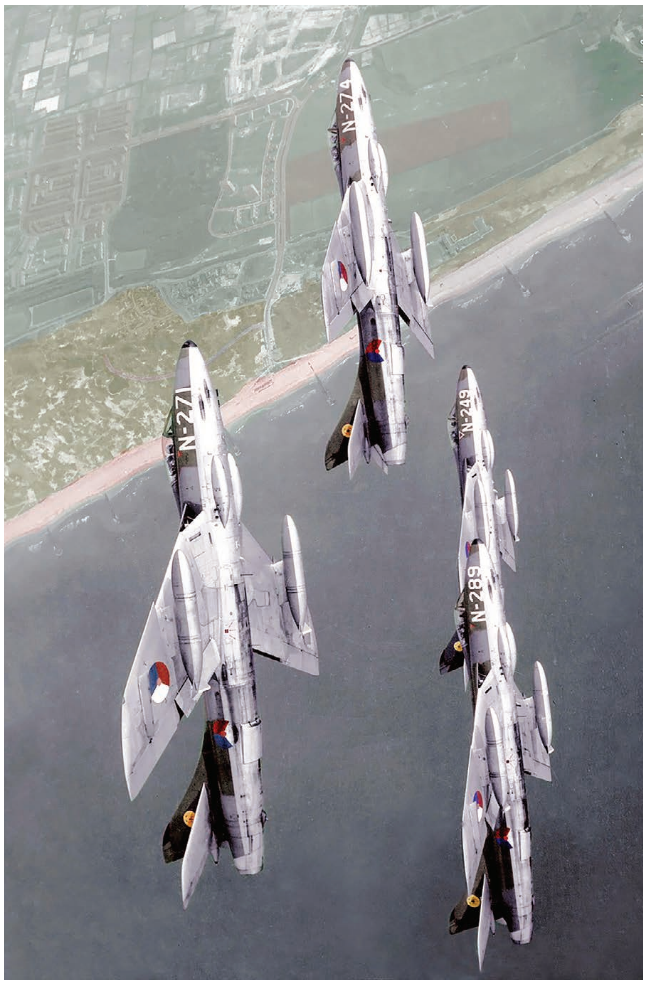

Details of the Philco Ford GAR-6 Sidewinder Air to Air War Missile, installed on the outer pylon of the Hunter F.Mk.6 wing. (NIMH)



Hunter Squadron F.Mk.6 from 325 Squadron flying in formation in 1958, using the new arrangement of markings and identification badges. (NIMH)

The F.Mk.6 Hunters replaced the F.Mk.4s in all squadrons. In some cases such as 322 Squadron, both models operated jointly for a time. Squadron No. 322 stationed on Biak Island in 1960 had to replace its 12 Hunter F.Mk.4 with 14 F.Mk.6s, which carried out patrol operations equipped with Sidewinder live missiles during the New Guinea crisis.

The KLu, like the Belgian Air Force, formed an acrobatic presentation squadron in 1957 with the Hunter F.Mk.6 from 325 Squadron, which was unofficially called "Darling".



Beautiful photograph of a presentation of the acrobatic team "Darling", formed by Hunter F.Mk.6 from 325 Squadron, 1962. (NIMH)

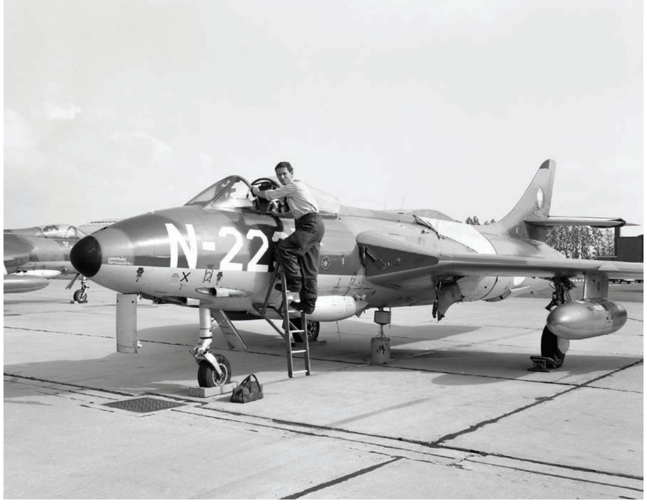
The Hunter F.Mk.6 participated in various deployments and exercises between 1958 and 1968, including the AIRCENT shooting competition, where the Allied Air Forces of Central Europe participated and where the prized Guynemer Trophy event took place. The first version of this competition was held in 1958.

The Guynemer Trophy dispute was divided into two one-week periods, each team firing during one of them. The teams consisted of five pilots and a ground support crew.

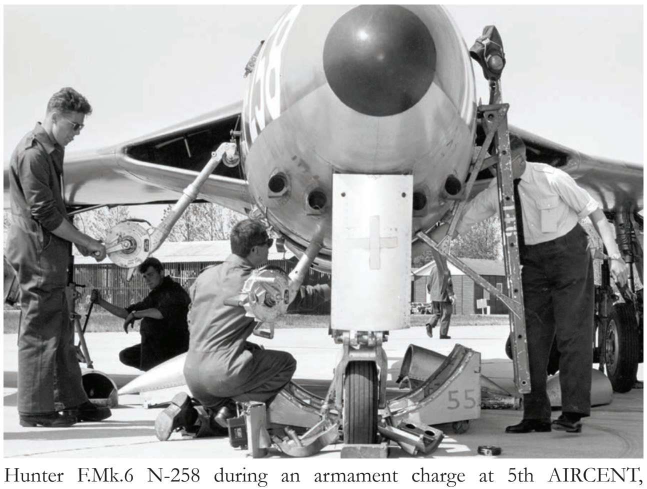
The rating was based on the score recorded in the air-to-air combat exercises and shooting exercises to an aerial drogue target. The trophy was won by the team that achieved the maximum accumulated score between the two modes.

In the air-to-air combat sorties, pilots who were able to engage an opposing aircraft were evaluated, keeping it in their sights for a stipulated interval of time, which had to be recorded by the cinema recorder mounted on the plane's guns/machine guns. It wasn't as easy as it seems, with a target plane maneuvering near the speed of sound at 35,000 feet. The resulting films were screened by the judges, who gave a score based on what the film's images showed.

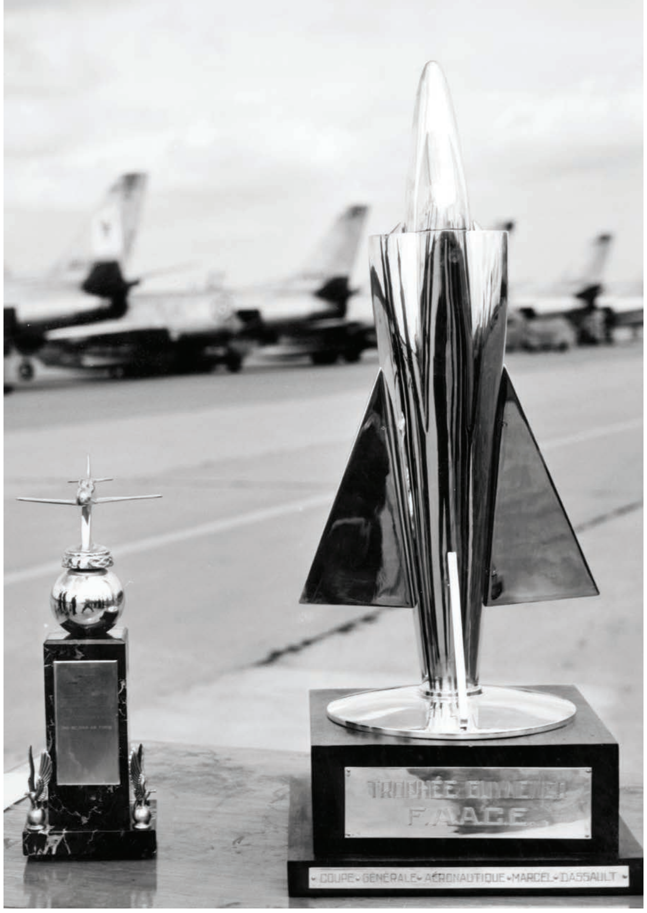
The shooting sorties, involved an aerial drogue towed by an aircraft at 25,000 feet. The target was a plastic cloth that was 10 feet long, at which the participating aircraft were to fire and where the impacts were accounted for by the judges.



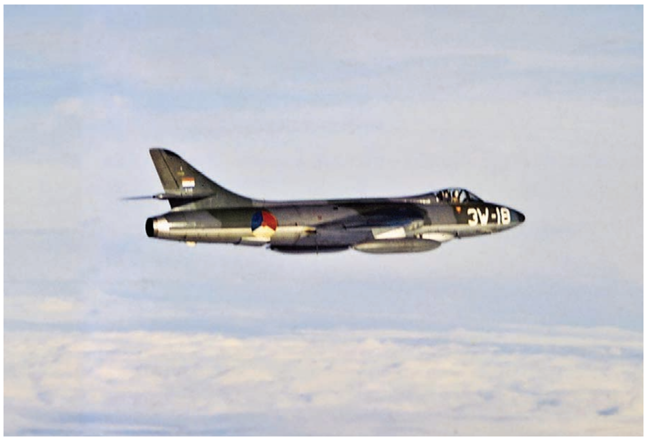
Hunter F.Mk.6 N-223 from 324 Squadron, participating in the 4th AIRCENT, at Leeuwarden Air Base in late June 1961. The name of the leader of the group is painted on the nose of the plane. (NIMH)



Hunter F.Mk.6 N-258 during an armament charge at 5th AIRCENT, Leeuwarden Air Base in June 1962. (NIMH)

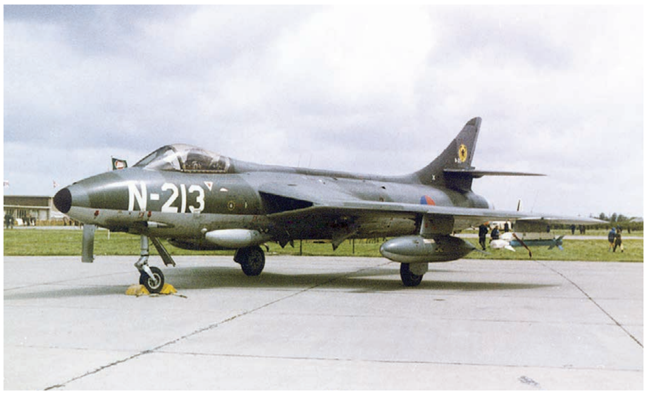


The coveted Guynemer trophy, played during the AIRCENT competitions between the Allied Air Forces of Central Europe. (NIMH)

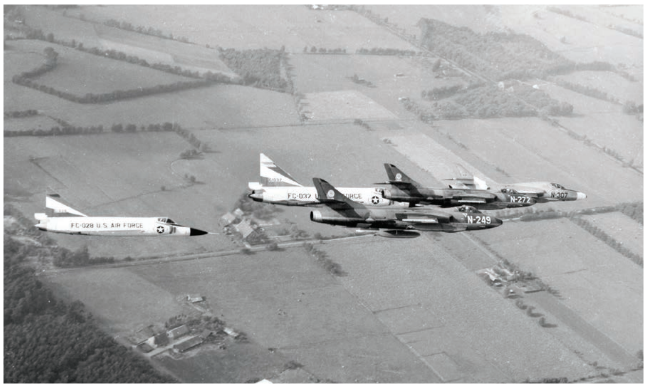


Hunter F.Mk.6 No. 3W-18 from 322 Squadron at the beginning of its service, using the squadron designation, which would be simplified by the use of the series identifying the aircraft and squadron shields in the empennage. (NIMH)

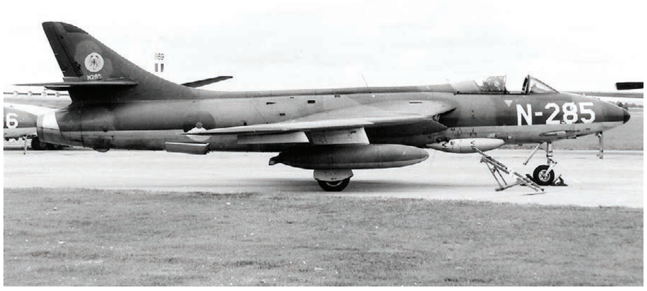
The Hunter F.Mk.6 operated on the KLu until August 1968, performing a farewell flight on 16 August 1968, consisting of Hunters F.Mk.6 No. N-264 and N-268, alongside two Hunter T.Mk.7s, No. N-303 and N-304. By that time most of the aircraft had been withdrawn from service and a large number of them had been sold to HSA for overhaul and then sold to different Air Forces. Several Hunter used by KLu later saw service in the Chilean Air Force.



Hunter F.Mk.6 N-213 from 325 Squadron in 1966, carrying a sidewinder inert missile. This aircraft would be sold to HSA in 1968 and later sold to India as F.Mk.56A (A1014). (NIMH)



Formation of two Hunter F.Mk.6 and a T.Mk.7 from KLu and two Convair F-102A from 32nd TFS of the USAF stationed in the Soesterberg Air Base. (Soesterberg Airbase collection)

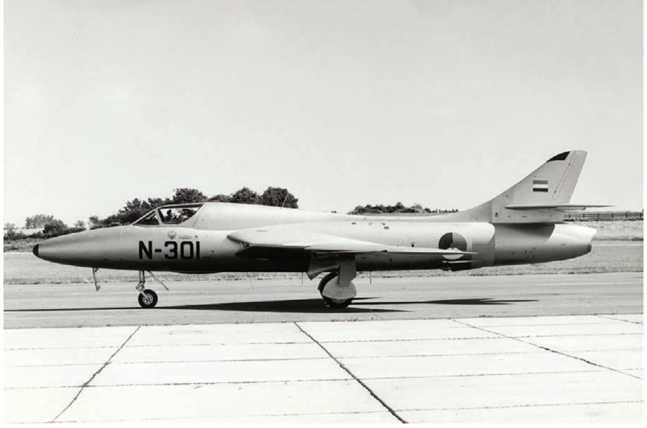


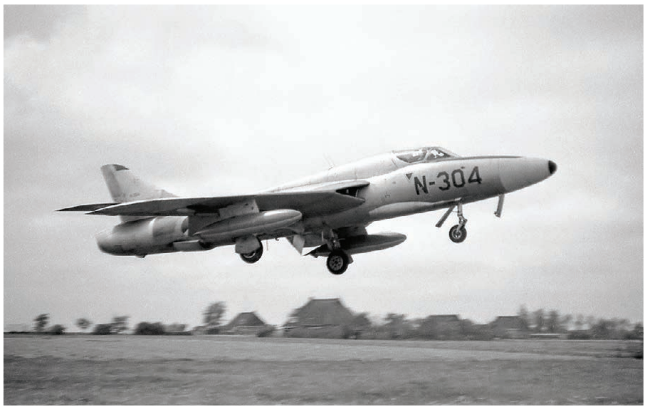
Hunter F.Mk.6 No. N-285 from 325 Squadron in RAF Benson Airbase, during Battle of Britain Ceremony on September 17, 1967. (Harry Prins)

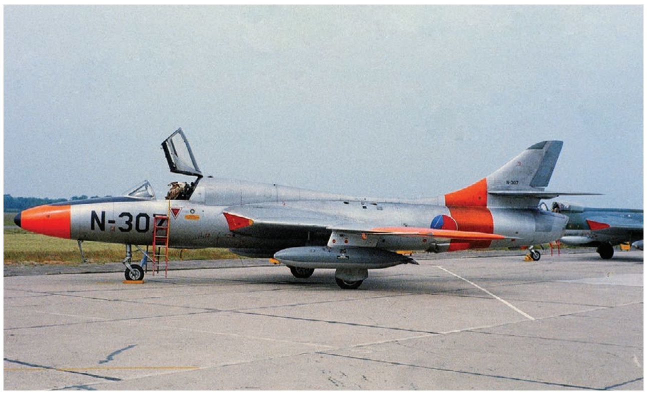
Last flight of Hunter N-201 and N-224, taking off from Soesterberg on 9 August 1966, heading to the factory, without its numeral and badges. Both aircraft were sold to HSA and subsequently sold to the Chilean Air Force. (Henk Schakelaar)

Hunter T.Mk.7

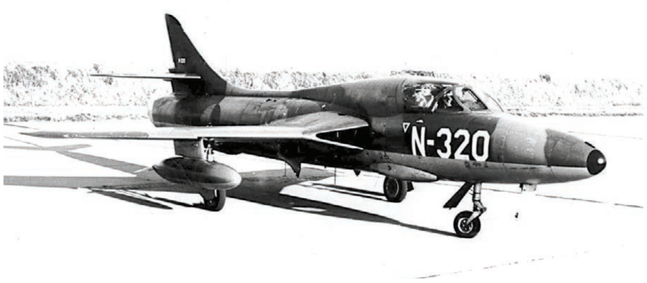
The Royal Netherlands Air Force also ordered Hawker Siddeley 20 Hunter T.Mk.7 two-seater instruction, which were delivered between 1958 and 1959. The pilot and the student sat side by side, making communication easier. They operated in Squadrons No. 322, 323, 324, 326 and 327, until 1968. Some aircraft were used for research purposes, such as the N-312 case, which flew with various nose configurations.


The first Hunter T.Mk.7 (N-301) was delivered on 18 July 1958. This plane would end its days in Abu Dhabi. (Via Kev Darling)


Hunter T.Mk.7 No. N-304 was delivered to Twenthe on 07/08/1958 and would end up being sold to HSA in 1968 and then operated in Singapore as T.Mk.75 (504). (Harm Wondaal collection)

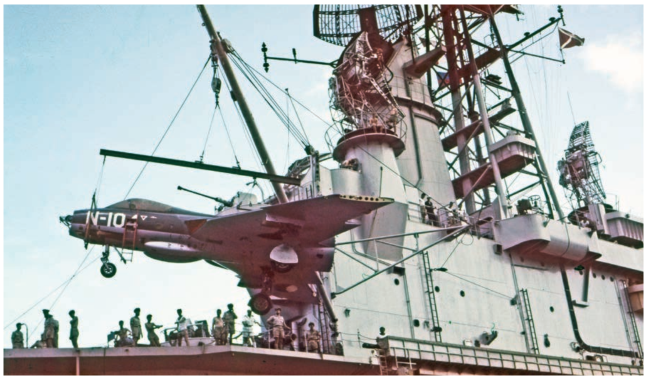

Hunter T.Mk.7 N-307 from the KLu in Soesterberg, with its high-visibility scheme, they kept until their withdrawal from service. This aircraft was acquired and preserved by Jordan. (NIMH)

The T.Mk.7 used a paint scheme with a metallic finish for all its surfaces, with high-visibility bands of orange on the nose, in the empennage area and on the wing tips. The only T.Mk.7 to wear camouflage was the N-320.

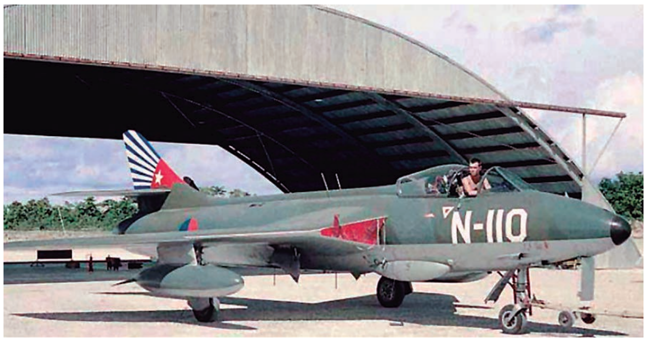

Hunter T.Mk.7 N-320 was the only trainer to wear camouflage in the KLu. (Frank Klaasen collection)

New Guinea Crisis

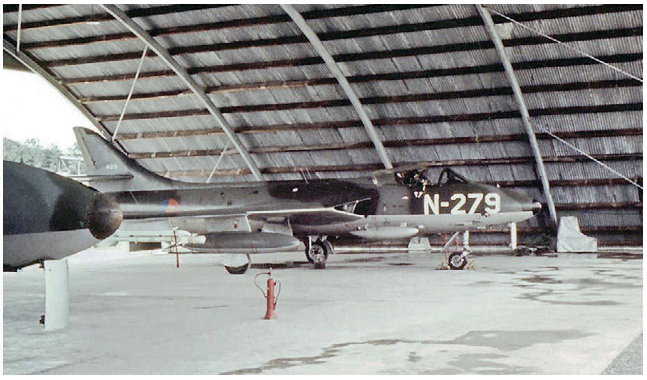
Although the Republic of Indonesia had gained its independence from the Netherlands in December 1949, Papua New Guinea was still Dutch territory and in 1962 there was a crisis due to the imminent conflict with Indonesia. In this context, the Netherlands Government deployed reinforcements in 1960 in what was called the "Fidelio" plan. The KLu deployed 12 Hunter F.Mk.4 aircraft from 322 Squadron on Biak Island. The Hunters were transferred on the HNLMS aircraft carrier Karel Doorman and arrived in August 1960. At the end of December 1961, another 14 Hunter F.Mk.6 arrived on the island on merchant ships. In 1962, the Hunters also flew to Papua New Guinea from the Jefman camp. Close to starting hostilities and considering that the Dutch defenses were insufficient, the United Nations exerted pressure on the Netherlands government to negotiate a peaceful surrender of New Guinea and the handing over to the United Nations Temporary Authority on 15 August 1962 and subsequent transfer to Indonesia in 1963.


Hunter F.Mk.4 No. N-104 from 322 Squadron, being landed from the aircraft carrier HNLMS Karel Doorman on Biak Island, new Guinea, August 1960. (NIMH)

During the year and a half crisis, Hunters F.Mk.4 and F.Mk.6 from 322 Squadron executed different types of missions, Combat Air Patrols, using Sidewinder live missiles. The difficult operating conditions and the nature of the missions led to several accidents with the loss of several aircraft and the death of at least one pilot.



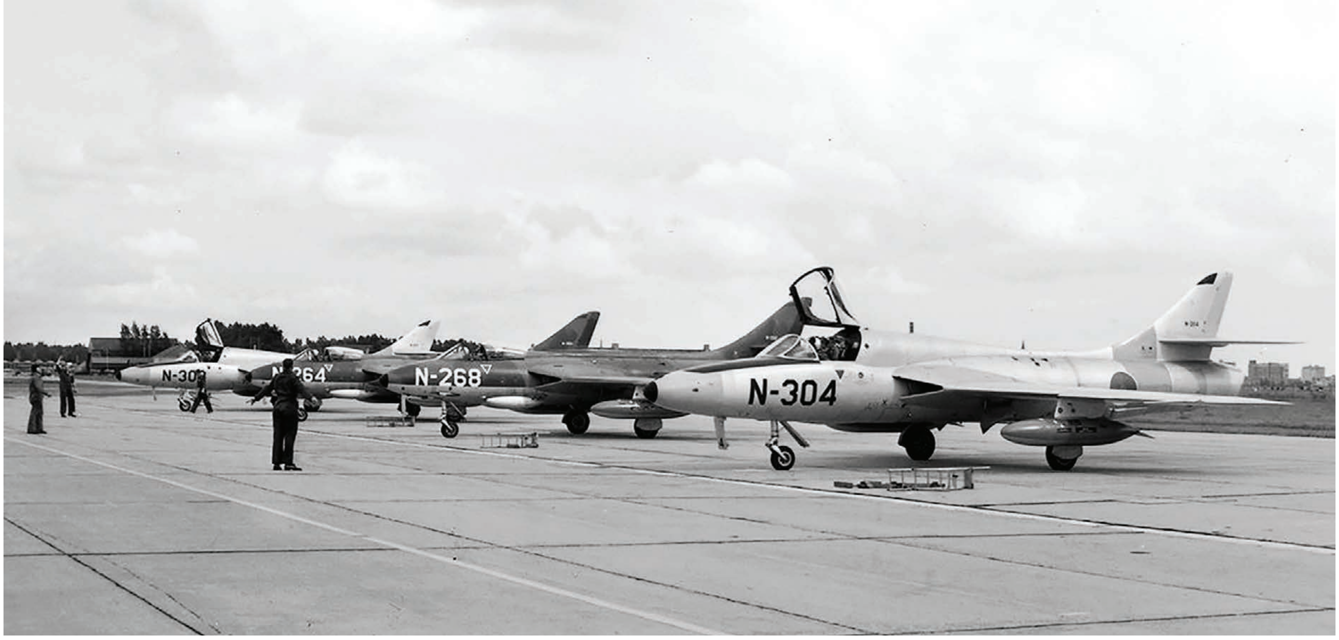
Hunter F.Mk.4 No. N-110 from 322 Squadron, during its assignment on Biak Island for the New Guinea Conflict, January 1962. It was one of two Hunters who briefly used a West Papuan flag decoration on both sides of the vertical stabilizer. (Air Historical Team KLM/MRA)



Hunter F.Mk.6 from 322 Squadron on alert on Biak Island in 1962. Hunter No. N-279 carries Sidewinder live missiles on external pylons. (NIMH)

A pilot poses standing in the cockpit of Hunter F.Mk.6 No. N-219, one of 14 aircraft of this model operated by 322 Squadron, along with 12 F.Mk.4 during the New Guinea crisis. (NIMH)

Last flight of Hunters F.Mk.4 No. N-135 and F.Mk.6 No. 222, belonging to 322 Squadron during their deployment on the island of Biak Papua New Guinea, August 1962. (Royal Netherlands Navy)



Last flight of Hunter aircraft in the Royal Netherlands Air Force (KLu), made by two Hunter F.Mk.6 (N-264 and N-268) and two Hunter T.Mk.7 (N-303 and N-304), on 16 August 1968. (NIMH)

Details of Hunter F.Mk.4 fleet

#	ID	Builder	c/n	Start Service	End Service	Final Destination
1	N-101	HSA	8601	03-02-1953	23-01-1963	4R-1, 3P-23, 9I-21. Withdrawn from service after being used for fire-fighting practices.
2	N-102	HSA	8602	29-12-1955	15-08-1963	4R-2, 3P-14, 9I-7. Withdrawn from service.
3	N-103	HSA	8603	29-12-1955	03-05-1963	4R-3, 3P-25, 9I-1. Withdrawn from service.
4	N-104	HSA	8604	03-09-1956	23-01-1963	4R-4, 3P-4, 7E-3, 3W-3, 9I-1, 9I-, 3W-3. Withdrawn from service.
5	N-105	HSA	8605	02-10-1956	23-01-1963	4R-5, 3P-2, 7E-15, 3W-15, 91-5. Withdrawn from service after being used for fire-fighting practices.
6	N-106	HSA	8606	29-12-1955	06-09-1963	4R-6, 3P-6, 4R-16. Withdrawn from service after being used for fire-fighting practices.
7	N-107	Fokker	8607	29-12-1955	12-11-1961	3P-8, 3P-28, 9I-17. Crashed at Mokmer on 11/12/1961, Biak, New Guinea, pilot unharmed.
8	N-108	Fokker	8608	02-03-1956	23-01-1963	3P-20, 9I-17. Withdrawn from service after being used for fire-fighting practices.
9	N-109	Fokker	8609	01-02-1956	07-01-1963	3P-22, 3P-24, 3P-99. Detached, used instructional purposes and scrapped.
10	N-110	Fokker	8610	02-09-1956	23-01-1963	4R-11, 3P-14, 4R-24. Withdrawn from service.
11	N-111	Fokker	8611	03-06-1956	08-08-1962	4R-, 3P-11, 7E-, 9I-. Crashed on 08/08/1962 in Biak, New Guinea, pilot ejected.
12	N-112	Fokker	8612	15-03-1956	20-08-1962	4R-I2, 4R-13, 3P-9, 3P-13. Crashed on 20/08/1962 on Biak, New Guinea, pilot ejected.
13	N-113	Fokker	8613	03-02-1956	26-08-1962	4R-13, 3P-15. Withdrawn from service after being used for fire-fighting practices.
14	N-114	Fokker	8614	04-11-1956	21-05-1959	4R-14, 3P-8, 3P-16, 4R-10, 4R-23. Withdrawn from service.
15	N-115	Fokker	8615	15-03-1956	03-01-1963	4R-15, 3P-17, 9I-4. Withdrawn from service, to KMA, Breda, scrapped.
16	N-116	Fokker	8616	04-03-1956	03-01-1963	4R-16, 3P-18, 4R-8. Used for towing targets in Leeuwarden Air Base. Withdrawn from service.
17	N-117	Fokker	8617	24-04-1956	19-09-1957	4R-17, 4R-11, 3P-21, 4R-24. Withdrawn from service after being used for instructional purposes.
18	N-118	Fokker	8618	03-06-1956	23-01-1963	4R-18, 3P-14, 7E-18, 3W-18, 9I-17, 9I-25, 91-26. Used for fire-fighting practices and withdrawn from service.
19	N-119	Fokker	8619	05-02-1956	21-09-1960	3P-10, 4R-19, 3P-5. Withdrawn from service after being used for fire-fighting practices.
20	N-120	Fokker	8620	25-04-1956	24-04-1962	3P-11, 3P-13, 7E-25, 3W-25, 9I-18. Crashed on 24/04/1962 in New Guinea.
21	N-121	Fokker	8621	04-03-1956	03-05-1963	3P-1, 3P-11, 9I-5. Withdrawn from service.
22	N-122	Fokker	8622	24-04-1956	31-05-1960	4R-20, 4R-23, 4R-12. Withdrawn from service and preserved in Militaire Luchtvaart Museum, Soesterberg.
23	N-123	Fokker	8623	04-04-1956	19-03-1963	3P-2, 4R-5, 3P-16, 3P-26, 9I-8. Withdrawn from service after being used for fire-fighting practices.
24	N-124	Fokker	8624	19-04-1956	19-03-1963	3P-5, 7E-, 3W-27. Withdrawn from service.
25	N-125	Fokker	8625	05-01-1956	21-03-1963	4R-21, 4R-22. Withdrawn from service after being used for fire-fighting practices.
26	N-126	Fokker	8626	25-04-1956	30-08-1963	3P-6, 4R-6. Withdrawn from service.
27	N-127	Fokker	8627	17-05-1956	05-05-1959	4R-22, 4R-7. Withdrawn from service.
28	N-128	Fokker	8628	15-05-1956	03-01-1963	4R-23, 4R-8, 4R-26, Y9-8. Withdrawn from service.
29	N-129	Fokker	8629	26-04-1956	06-07-1960	3P-9, 4R-13. Withdrawn from service. Monument in Soesterberg, then to Crailo camp.
30	N-130	Fokker	8630	24-05-1956	21-11-1958	3P-10, 4R-19, 4R-8. Crashed in Gildehaus on 21/11/1958, Germany, pilot dead.
31	N-131	Fokker	8631	05-05-1956	13-08-1962	4R-24, 4R-20. Crashed on 13/08/1962 due to elevator's failure during take-off.
32	N-132	Fokker	8632	28-05-1956	16-05-1960	3P-12, 4R-20, 4R-1. Withdrawn from service after being used for fire-fighting practices.
33	N-133	Fokker	8633	06-09-1956	09-08-1956	3P-13. Crashed over ocean 10 km from Ameland on 09/08/1956. Pilot dead.
34	N-134	Fokker	8634	28-05-1956	30-05-1960	3P-14, 4R-18, 3P-18, 4R-19. Withdrawn from service after being used for fire-fighting practices.
35	N-135	Fokker	8635	28-05-1956	23-01-1963	4R-12, 4R-17, 4R-18. Withdrawn from service after being used for fire-fighting practices.
36	N-136	Fokker	8636	30-06-1956	05-05-1959	3P-21, 4R-11, 3P-1, 4R-4, 4R-2. Withdrawn from service.
37	N-137	Fokker	8637	06-12-1956	03-05-1963	4R-21, 4R-5. Withdrawn from service.
38	N-138	Fokker	8638	07-03-1956	17-06-1960	4R-11, 4R-15. Withdrawn from service. To Schaarsbergen as monument. Guard Leeuwarden A.B.
39	N-139	Fokker	8639	21-06-1956	30-05-1960	3P-7, 4R-14. Withdrawn from service after being used for fire-fighting practices.
40	N-140	Fokker	8640	07-03-1956	30-11-1959	3P-3, 4R-1, 4R-11, 9I-2. Crash landing on 30/11/1959, pilot died by explosion.
41	N-141	Fokker	8641	07-10-1956	19-11-1959	4R-16, 7E-8, 4R-16. Crash during landing on 19/11/1959, pilot ejected (Flt. Lt. Vleeming).
42	N-142	Fokker	8642	20-08-1956	04-04-1963	3P-19, 3P-20, 3P-11, 4R-18, 4R-17. Withdrawn from service.
43	N-143	Fokker	8643	08-03-1956	27-05-1959	3P-4, 4R-6. Withdrawn from service, then used for fire-fighting practices and scrapped.
44	N-144	Fokker	8644	27-08-1956	29-05-1959	3P-16, 4R-12. Withdrawn from service. To Militaire Luchtvaart Museum, Soesterberg.
45	N-145	Fokker	8645	30-08-1956	15-12-1959	4R-17, 4R-3. Crash landing on 15/12/1959 by engine loss of power.
46	N-146	Fokker	8646	08-09-1956	05-06-1963	3P-22, 4R-4, 9I-8. Withdrawn from service.
47	N-147	Fokker	8647	27-08-1956	06-02-1960	4R-9, 9I-23. Withdrawn from service after being used for fire-fighting practices.
48	N-148	Fokker	8648	31-08-1956	06-11-1959	4R-10. Withdrawn from service.
49	N-149	Fokker	8649	15-09-1956	23-05-1958	3P-23, 3P-10, 7E-6, 4R-21. Crashed during aborted take-off on 23/05/1958,.
50	N-150	Fokker	8652	16-01-1957	06-09-1959	4R-3, 4R-6, 4R-25. Withdrawn from service, used for fire-fighting practices. Scrapped.
51	N-151	Fokker	8653	13-12-1956	26-08-1963	3P-7, 3W-24, 9I-3. Withdrawn from service.
52	N-152	Fokker	8660	16-01-1957	10-12-1960	4R-2, 3P-10, 3P-23, 3W-7, 9I-10. Withdrawn from service after being used for fire-fighting practices.
53	N-153	Fokker	8661	02-06-1957	05-04-1960	3P-6, 9I-15. Crash landing in Brussels - Melsbroek Airbase by engine loss of power on 05/04/1960.
54	N-154	Fokker	8668	27-12-1956	16-06-1960	4R-4, 3P-3, 3P-18, 9I-11. Fire in flight on 16/06/1960, pilot ejected (Sgt. J.P. Veleming).
55	N-155	Fokker	8669	24-01-1957	10-12-1960	3P-2, 3P-12, 3W-22, 9I-22. Used for fire-fighting practices and then withdrawn from service.
56	N-156	Fokker	8676	16-01-1957	10-12-1960	3P-4, 3P-9, 3P-19, 3W-26, 9I-12. Withdrawn from service and scrapped.
57	N-157	Fokker	8677	29-01-1957	10-08-1959	7E-1, 3W-1. Crashed on 10/08/1959 in Saint Jacobi Parochie, pilot ejected.
58	N-158	Fokker	8684	03-05-1957	08-12-1960	3P-17, 3W-6, Y9-3, 9I-20. Withdrawn from service and scrapped after being used for fire-fighting practices.
59	N-159	Fokker	8685	02-11-1957	19-09-1960	3P-19, 3W-2. Withdrawn from service and scrapped
60	N-160	Fokker	8692	29-03-1957	08-03-1960	7E-9, 3W-9. Withdrawn from service and scrapped after being used for fire-fighting practices.
61	N-161	Fokker	8693	25-01-1957	10-12-1960	7E-16, 3W-16, 9I-16. Withdrawn from service and scrapped after being used for fire-fighting practices.
62	N-162	Fokker	8694	20-03-1957	13-08-1960	7E-4, 3W-4, 9I-10. Withdrawn from service.
63	N-163	Fokker	8699	04-10-1957	10-12-1960	7E-14, 3W-14, 9I-21. Withdrawn from service and scrapped after being used for instructional purposes.
64	N-164	Fokker	8700	26-03-1957	08-09-1963	7E-10, 3W-10. Withdrawn from service.
65	N-165	Fokker	8701	04-02-1957	13-08-1960	7E-11, 3W-11, 9I-9. Withdrawn from service and scrapped.
66	N-166	Fokker	8702	26-04-1957	10-12-1960	4R-21, 7E-17, 3W-17, 9I-14. Withdrawn from service and scrapped after being used for fire-fighting practices.
67	N-167	Fokker	8707	26-03-1957	19-08-1963	7E-13, 3W-13. Withdrawn from service and scrapped.
68	N-168	Fokker	8708	04-08-1957	10-12-1960	7E-12, 3W-12, 9I-13. Withdrawn from service and scrapped after being used for fire-fighting practices.
69	N-169	Fokker	8709	23-04-1957	10-12-1960	4R-2, 3P-27, 3W-23, 9I-25. Withdrawn from service and scrapped after being used for fire-fighting practices.
70	N-170	Fokker	8714	24-04-1957	05-02-1963	7E-19, 3W-19. Withdrawn from service. Sent to Breda as Monument, then scrapped.
71	N-171	Fokker	8715	16-04-1957	13-08-1960	3P-21, 9I-24. Withdrawn from service and scrapped after being used for instructional purposes.
72	N-172	Fokker	8716	24-04-1957	11-04-1959	4R-18, 4R-15, 3P-24, 3W-5, 9I-7. Withdrawn from service.

73	N-173	Fokker	8717	05-06-1957	13-08-1960	7E-21, 3W-21, 9I-6. Withdrawn from service, Gate Guardian in Woensdrecht, then scrapped.
74	N-174	Fokker	8722	05-03-1957	30-09-1959	7E-20, 3W-20, 9I-4. Crashed after a shooting mishap on 30/09/1959, pilot ejected.
75	N-175	Fokker	8723	05-03-1957	24-02-1961	3P-23, Y9-30, Y9-5, N-75, Y9-. Mid-air collision on 24/02/1961 with Sabre Q-349. Pilot ejected.
76	N-176	Fokker	8724	05-03-1957	11-07-1961	3P-22, Y9-46, Y9-6. To Leeuwarden squadron on 01/10/1958 . Withdrawn from service and scrapped.
77	N-177	Fokker	8725	13-05-1957	11-07-1961	7E-23, 3W-23, Y9-49, Y9-7. Leeuwarden as N-77 on 01/10/1958. Withdrawn from service.
78	N-178	Fokker	8726	23-05-1957	29-07-1958	3P-25, Y9-31. Crash landing on 29/07/1958. Fuselage used for educational purposes.
79	N-179	Fokker	8727	05-09-1957	29-08-1962	Y9-41, Y9-9. To Leeuwarden squadron on 01/10/1958. Withdrawn from service and scrapped
80	N-180	Fokker	8728	16-05-1957	11-08-1961	4R-25, Y9-44, Y9-10. Withdrawn from service, to Nijmegen as monument, then scrapped.
81	N-181	Fokker	8729	06-05-1957	02-09-1958	7E-24, 3W-24, Y9-50, Y9-11. Crashed in Jelsum on 02/09/1958, pilot ejected.
82	N-182	Fokker	8730	29-05-1957	04-01-1962	4R-23, Y9-43, Y9-12. Withdrawn from service and scrapped after being used for fire-fighting practices.
83	N-183	Fokker	8731	06-12-1957	28-11-1961	Y9-40, Y9-13. Withdrawn from service and scrapped after being used for instructional purposes.
84	N-184	Fokker	8732	17-06-1957	05-05-1958	7E-26, Y9-51. Crashed during take-off in Leeuwarden on 05/05/1958. Pilot ejected.
85	N-185	Fokker	8733	06-12-1957	09-12-1962	3P-26, Y9-47, Y9-15. Withdrawn from service and scrapped after being used for instructional purposes.
86	N-186	Fokker	8734	06-12-1957	04-01-1962	4R-27, Y9-45, Y9-16. Withdrawn from service and scrapped after being used for instructional purposes.
87	N-187	Fokker	8735	14-06-1957	04-01-1962	4R-5, Y9-42, Y9-17. Withdrawn from service and scrapped after being used for instructional purposes.
88	N-188	Fokker	8736	07-04-1957	04-01-1962	3P-27, Y9-32, Y9-18. To Leeuwarden squadron as N-88 on 01/10/1958. Withdrawn from service.
89	N-189	Fokker	8737	27-08-1957	07-07-1960	3P-28, Y9-33, Y9-19. Crashed by bird strike on 07/07/1960, then for fire-fighting practices..
90	N-190	Fokker	8738	26-07-1957	13-08-1960	4R-14, Y9-34, Y9-20. Withdrawn from service and scrapped.
91	N-191	Fokker	8739	25-07-1957	19-09-1960	4R-28, Y9-35, Y9-21. Withdrawn from service and scrapped after being used for instructional purposes.
92	N-192	Fokker	8740	24-08-1957	13-08-1960	4R-13, Y9-36, Y9-22. Withdrawn from service.
93	N-193	Fokker	8741	25-09-1957	13-08-1960	3P11, Y9-37, Y0-23. Withdrawn from service.
94	N-194	Fokker	8742	09-04-1957	13-08-1960	4R-22, Y9-38, Y9-24. Withdrawn from service, A A. Fokkerschool, then to LETS and scrapped.
95	N-195	Fokker	8743	09-12-1957	13-08-1960	3P-18, Y9-39, Y9-25. Withdrawn from service and scrapped.
96	N-196	Fokker	8744	14-10-1957	19-09-1960	4R-4, 3P-28, Y9-48, Y9-1. Withdrawn from service and scrapped.

Details of Hunter F.Mk.6 fleet

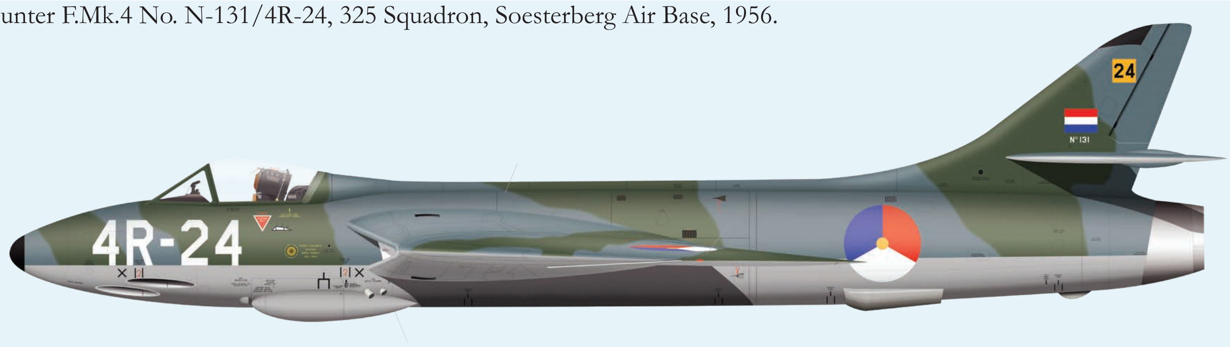
#	ID	Builder	c/n	Start Service	End Service	Final Destination
1	N-201	Fokker	8788	10-07-1957	08-09-1966	3P-1. Sold to HSA on 18/10/1966, converted to F.Mk.71 for Chile. Delivered on 02/01/1968 (J-708).
2	N-202	Fokker	8798	28-10-1957	18-10-1966	3P-2. Sold to HSA on 18/10/1966, converted to T.Mk.72 for Chile. Delivered on 02/01/1968 (J-720).
3	N-203	Fokker	8799	11-05-1957	15-04-1964	3P-3. Sold to HSA on 15/04/1964, converted to T.Mk.66D for India. Delivered on 30/11/1966 (S-577).
4	N-204	Fokker	8800	11-05-1957	22-04-1964	3P-4. Sold to HSA on 22/04/1964, converted to T.Mk.66D for India. Delivered on 05/05/1966 (S-572).
5	N-205	Fokker	8801	11-11-1957	25-03-1964	3P-5. Sold to HSA on 25/03/1964, converted to F.Mk.59B for Iraq, delivered on 08/08/1966 (663).
6	N-206	Fokker	8808	14-03-1958	12-08-1959	3P-6. Crashed in Wezel, Germany on 15/09/1959, due to engine problems, pilot ejected.
7	N-207	Fokker	8809	20-03-1958	23-05-1962	3P-7. Withdrawn from service on 23/05/1962, scrapped.
8	N-208	Fokker	8810	16-12-1957	25-03-1964	3P-8. Sold to HSA on 25/03/1964, converted to T.Mk.66D for India, delivered on 03/05/1966 (S-571).
9	N-209	Fokker	8811	01-02-1958	02-07-1965	3P-9. Sold to HSA on 02/07/1965, converted to F.Mk.56A for India, delivered on 28/06/1967 (A-493).
10	N-210	Fokker	8818	01-02-1958	10-10-1966	3P-10. Sold to HSA on 10/10/1966, converted to F.Mk.71 for Chile, delivered on 12/12/1967 (J-704).
11	N-211	Fokker	8819	17-03-1958	06-07-1962	3P-11. Withdrawn from service on 06/07/1962, used for instructional purposes.
12	N-212	Fokker	8820	02-01-1958	24-04-1964	3P-12. Sold to HSA on 24/04/1964, converted to T.Mk.66D for India, delivered on 10/05/1966 (S-573).
13	N-213	Fokker	8821	02-10-1958	06-08-1968	3P-13. Sold to HSA on 06/08/1968, converted to F.Mk.56A for India, delivered on 10/03/1970 (A-1014).
14	N-214	Fokker	8828	01-02-1958	17-04-1964	3P-14. Sold to HSA on 17/04/1964, converted to T.Mk.66D for India, delivered on 27/01/1967 (S-578).
15	N-215	Fokker	8829	20-03-1958	06-07-1962	3P-15. Withdrawn from service and scrapped on 06/07/1962.
16	N-216	Fokker	8830	01-02-1958	30-07-1968	3P-16. Sold to HSA on 30/07/1968, converted to F.Mk.56A for India, delivered on 10/03/1970 (A-1015).
17	N-217	Fokker	8838	02-03-1958	20-06-1960	3P-17. Crashed on 01/06/1960, during take-off in Soesterberg, pilot unharmed (Flt. Lt. De Raat).
18	N-218	Fokker	8839	01-09-1958	24-04-1964	3P-18. Sold to HSA on 24/04/1964, converted to T.Mk.66D for India, delivered on 28/02/1967 (S-580).
19	N-219	Fokker	8840	02-08-1958	30-07-1968	3P-19. Sold to HSA on 30/07/1968, converted to F.Mk.78 for Qatar, delivered on 20/12/1971 (QA-11).
20	N-220	Fokker	8841	01-04-1958	20-09-1966	3P-20. Sold to HSA on 20/09/1966, converted to F.Mk.71 for Chile, delivered on 15/12/1967 (J-705).
21	N-221	Fokker	8846	02-01-1958	01-04-1964	3P-21. Sold to HSA on 01/04/1964, converted to F.Mk.59B for Iraq, delivered on 16/05/1966 (662).
22	N-222	Fokker	8850	02-08-1958	13-08-1968	3P-22. Sold to HSA on 13/08/1968, converted to F.Mk.78 for Qatar, delivered on 08/12/1971 (QA-12).
23	N-223	Fokker	8851	02-08-1958	31-03-1964	3P-23. Sold to HSA on 31/03/1964, converted to T.Mk.66D for India, delivered on 15/02/1967 (S-579).
24	N-224	Fokker	8856	03-10-1958	09-08-1966	3P-24. Sold to HSA on 09/08/1966, converted to T.Mk.72 for Chile, delivered on 27/11/1967 (J-719).
25	N-225	Fokker	8857	24-02-1958	22-05-1962	3W-1. Withdrawn from service on 22/05/1962, scrapped.
26	N-226	Fokker	8858	14-02-1958	06-03-1959	3W-2. Withdrawn from service on 06/03/1959. Monument in el Bosbad Hoeven Park. Scrapped.
27	N-227	Fokker	8859	13-05-1958	06-07-1962	3W-16. Withdrawn from service on 06/07/1962 scrapped.
28	N-228	Fokker	8867	24-02-1958	06-07-1962	3W-6. Withdrawn from service on 06/07/1962. Used for instructional purposes.
29	N-229	Fokker	8868	03-10-1958	22-05-1962	3W-3. Withdrawn from service on 22/05/1962, scrapped.
30	N-230	Fokker	8869	14-04-1958	01-04-1964	3W-13. Sold to HSA on 01/04/1964, converted to T.Mk.66D for India, delivered on 04/08/1966 (S-574).
31	N-231	Fokker	8870	26-03-1958	22-07-1963	3W-5. Withdrawn from service and scrapped on 22/07/1963.
32	N-232	Fokker	8871	17-03-1958	15-11-1966	3W-7. Sold to HSA on 15/11/1966, converted to F.Mk.71 for Chile, delivered on 24/04/1968 (J-712).
33	N-233	Fokker	8877	16-04-1958	15-10-1963	3W-4. Withdrawn from service on 15/10/1963, scrapped.
34	N-234	Fokker	8881	22-04-1958	13-02-1964	3W-15. Sold to HSA on 13/02/1964, converted to F.Mk.59 for Iraq, delivered on 14/05/1965 (632).
35	N-235	Fokker	8887	15-04-1958	06-07-1962	3W-8. Withdrawn from service on 06/07/1962, scrapped.
36	N-236	Fokker	8888	17-04-1958	28-05-1962	3W-9. Withdrawn from service on 28/05/1962, scrapped.
37	N-237	Fokker	8889	22-04-1958	22-05-1962	3W-10. Withdrawn from service on 22/05/1962.
38	N-238	Fokker	8890	24-04-1958	26-08-1963	3W-12. Withdrawn from service on 28/06/1963, scrapped.
39	N-239	Fokker	8891	13-05-1958	21-05-1959	3W-11. Crashed on 20/02/1959, during take-off due to a flame-out, pilot ejected.
40	N-240	Fokker	8899	20-05-1958	06-07-1962	3W-17. Withdrawn from service on 06/07/1962, scrapped.
41	N-241	Fokker	8900	13-05-1958	14-05-1962	3W-14. Withdrawn from service on 14/05/1962, scrapped.
42	N-242	Fokker	8901	05-08-1958	17-07-1963	3W-18. Withdrawn from service on 17/07/1963, scrapped.
43	N-243	Fokker	8906	30-05-1958	06-07-1962	3W-20. Withdrawn from service on 06/07/1962, scrapped.
44	N-244	Fokker	8907	06-03-1958	22-05-1962	3W-19. Withdrawn from service on 22/05/1962.
45	N-245	Fokker	8908	06-09-1958	25-09-1962	3W-25. Withdrawn from service on 25/09/1962, scrapped.
46	N-246	Fokker	8916	16-06-1958	06-09-1963	3W-21. Withdrawn from service on 06/09/1963, scrapped.
47	N-247	Fokker	8917	06-12-1958	07-11-1963	3W-22. Sold to HSA on 07/11/1963, converted to F.Mk.59 for Iraq, delivered on 14/05/1965 (633).

#	ID	Builder	c/n	Start Service	End Service	Final Destination
48	N-248	Fokker	8918	06-05-1958	29-05-1962	3W-24. Withdrawn from service on 29/05/1962, scrapped.
49	N-249	Fokker	8919	07-10-1958	08-03-1964	3W-23. Sold to HSA on 08/03/1964, converted to F.Mk.59 for Jordan, delivered on 07/10/1966 (716).
50	N-250	Fokker	8920	15-07-1958	24-04-1964	4R-7. Sold to HSA on 24/04/1964, converted to T.Mk.66D for India, delivered on 21/09/1967 (S-581).
51	N-251	Fokker	8921	28-06-1958	18-04-1962	4R-2. Withdrawn from service on 18/04/1962, scrapped.
52	N-252	Fokker	8925	07-11-1958	25-07-1968	4R-21. Sold to HSA on 25/07/1968, converted to F.Mk-56A for India, delivered on 10/03/1970 (A1013).
53	N-253	Fokker	8926	22-07-1958	31-01-1964	4R-4. Sold to HSA on 31/01/1964, converted to F.Mk.59A for Iraq, delivered on 09/11/1965 (657).
54	N-254	Fokker	8927	15-07-1958	06-12-1960	4R-8. Crashed during landing with Hunter N-249 on 06/12/1960. Pilot unharmed.
55	N-255	Fokker	8928	02-09-1958	17-04-1964	4R-9. Sold to HSA on 17/04/1964, converted to F.MK.59A for Iraq, delivered on 09/11/1965 (658).
56	N-256	Fokker	8929	27-08-1958	28-07-1960	4R-6. Crashed during take-off in Leeuwarden on 28/07/1960, pilot ejected.
57	N-257	Fokker	8930	02-09-1958	03-10-1967	4R-1. Sold to HSA on 03/10/1967, converted to T.Mk.67 for Kuwait, delivered on 22/05/1969 (219).
58	N-258	Fokker	8934	14-08-1958	06-07-1962	4R-10. Withdrawn from service on 06/07/1962. Monument in Leeuwarden, Gilze-Rijen and Soesterberg.
59	N-259	Fokker	8935	27-08-1958	01-04-1964	4R-5. Sold to HSA on 01/04/1964, converted to F.Mk.59B for Iraq, delivered on 08/08/1966 (664).
60	N-260	Fokker	8936	02-09-1958	13-04-1961	4R-23. Mid-air collision with F-102 56-1044 during night interception on 13/04/1960, pilot died.
61	N-261	Fokker	8937	09-03-1958	26-03-1964	4R-3. Sold to HSA on 26/03/1964, converted to T.Mk.66D for India, delivered on 03/08/1966 (S-575).
62	N-262	Fokker	8938	10-07-1958	28-09-1966	4R-11. Sold to HSA on 28/09/1966, converted to F.Mk.71 for Chile, delivered on 24/01/1968 (J-707).
63	N-263	Fokker	8939	10-07-1958	01-04-1964	4R-12. Sold to HSA on 01/04/1964, converted to F.Mk.59B for Iraq, delivered on 08/09/1966 (665).
64	N-264	Fokker	8943	10-07-1958	27-08-1968	4R-13. Sold to HSA on 27/08/1968, converted to FR.Mk.73A for Jordan, delivered on 14/06/1971 (840).
65	N-265	Fokker	8944	14-10-1958	17-04-1964	4R-14. Sold to HSA on 17/04/1964, converted to T.Mk.66D for India, delivered on 30/08/1966 (S-576).
66	N-266	Fokker	8945	10-07-1958	15-11-1966	4R-16. Sold to HSA on 15/11/1966, converted to F.Mk.71 for Chile, delivered on 27/02/1968 (J-709).
67	N-267	Fokker	8946	11-04-1958	20-11-1962	4R-17. Withdrawn from service on 20/11/1962.
68	N-268	Fokker	8947	11-04-1958	27-08-1968	4R-18. Sold to HSA on 27/08/1968, converted to F.Mk.78 for Qatar, delivered on 20/12/1971 (QA10).
69	N-269	Fokker	8948	14-10-1958	26-03-1964	4R-19. Sold to HSA on 26/03/1964, converted to T.Mk.66D for India, delivered on 03/05/1966 (S-570).
70	N-270	Fokker	8952	11-04-1958	07-11-1966	4R-20. Sold to HSA on 07/11/1966, converted to F.Mk.71 for Chile, delivered on 28/03/1968 (J-710).
71	N-271	Fokker	8953	17-11-1958	18-07-1968	4R-15. Sold to HSA on 18/07/1968, converted to F.Mk.56A for India, delivered on 25/11/1969 (A-1011).
72	N-272	Fokker	8954	24-12-1958	22-03-1963	4R-22. Withdrawn from service on 22/03/1963.
73	N-273	Fokker	8955	24-11-1958	18-10-1966	4R-24. Sold to HSA on 18/10/1966, converted to F.Mk.71 for Chile, delivered on 21/05/1968 (J-713).
74	N-274	Fokker	8956	12-04-1958	18-07-1968	4R-25. Sold to HSA on 18/07/1968, converted to F.Mk.56A for India, delivered on 25/11/1969 (A-1012).
75	N-275	Fokker	8957	12-04-1958	14-05-1963	3W-4. Crashed on 14/05/1963 during landing in Leeuwarden, pilot unharmed (Elt. H. Duin).
76	N-276	Fokker	8961	12-04-1958	27-09-1966	3W-5. Sold to HSA on 27/09/1966, converted to F.Mk.71 for Chile, delivered on 07/02/1968 (J-706).
77	N-277	Fokker	8962	12-08-1958	01-11-1966	4R-6. Sold to HSA on 01/11/1966, converted to F.Mk.71 for Chile, delivered on 09/04/1968 (J-711).
78	N-278	Fokker	8963	19-01-1959	06-01-1960	3P-. Crashed near Marssum on 06/01/1960, pilot ejected and deceased (Sgt. Van Marwijk).
79	N-279	Fokker	8964	12-08-1958	13-08-1968	4R-26, 4R-4. Sold to HSA on 13/08/1968, converted to F.Mk.73B for Jordan delivered on 14/06/1971 (841).
80	N-280	Fokker	8965	15-12-1958	29-07-1964	4R-26. Crashed on 29/07/1964 in Leeuwarden by bird strike, pilot unharmed (Lt. Col. Folmer).
81	N-281	Fokker	8966	12-08-1958	16-08-1962	3P-25; 3W-26. Withdrawn from service on 16/08/1962, used for instruction.
82	N-282	Fokker	8970	29-01-1959	01-08-1967	Sold to HSA on 01/08/1967, converted to T.Mk.67 for Kuwait, delivered on 22/05/1969 (218).
83	N-283	Fokker	8971	01-09-1959	27-11-1967	3P-27. Sold to HSA on 27/11/1967, converted to T.Mk.66B for Jordan, delivered on 12/12/1969 (801).
84	N-284	Fokker	8972	23-01-1959	05-04-1963	3P-. Withdrawn from service on 05/04/1963.
85	N-285	Fokker	8973	29-01-1959	11-02-1963	3W-11. Withdrawn from service on 11/02/1963, scrapped.
86	N-286	Fokker	8974	15-01-1959	02-07-1963	3P-28. Withdrawn from service on 02/07/1963, scrapped.
87	N-287	Fokker	8975	28-02-1959	15-03-1963	3W-2. Withdrawn from service on 15/03/1963, scrapped.
88	N-288	Fokker	8976	25-02-1959	22-03-1963	3W-21. Withdrawn from service on 22-0-1963, used for instruction.
89	N-289	Fokker	8977	25-02-1959	08-03-1963	3W-23. Withdrawn from service on 08/03/1963, scrapped.
90	N-290	Fokker	8978	24-03-1959	23-04-1963	3W-15. Withdrawn from service on 23/04/1963, used for instruction.
91	N-291	Fokker	8979	25-02-1959	22-03-1963	3W-12. Withdrawn from service on 22/03/1963, scrapped.
92	N-292	Fokker	8980	04-07-1959	26-03-1963	3W-18. Withdrawn from service on 26/03/1963, used for instruction.
93	N-293	Fokker	8981	04-02-1959	25-07-1963	3W-22. Withdrawn from service on 25/07/1963, scrapped.

Details of Hunter T.Mk.7 fleet

#	ID	Builder	c/n	Start Service	End Service	Final Destination
1	N-301	HSA		18-07-1958	06-08-1968	Sold to HSA on 06/08/1968. Sold to Abu Dhabi as T.Mk.77 (712).
2	N-302	HSA	41H/694510	18-07-1958	12-08-1967	Sold to Denmark (ET-273) in 1967. Purchased by HSA.
3	N-303	HSA		09-09-1958	27-08-1968	Sold to HSA on 27/08/1968. Sold to Singapore as T.Mk.75 (500).
4	N-304	HSA		08-07-1958	27-08-1968	Sold to HSA on 27/08/1968. Sold to Singapore as T.Mk.75 (504).
5	N-305	HSA	41H/693457	10-02-1958	28-02-1967	Withdrawn from service on 28/02/1967. To Anthony Fokker School, then to the Military and Air Force Museum.
6	N-306	HSA		10-01-1958	21-07-1966	Preserved in 1961, to 325 Squadron in 1964. Crashed on 21/07/1966. Withdrawn from service.
7	N-307	HSA	41H/693749	30-10-1958	12-11-1967	Sold to Denmark (ET-274) in 1967. Purchased by HSA.
8	N-308	HSA		11-04-1958	13-03-1963	Scrapped in Lichtwerk Hoogeveen. To Air Force Technical School.
9	N-309	HSA		23-01-1959	21-07-1959	Crashed near Nieukoop on 21/07/1959 after a flame-out. Withdrawn from service.
10	N-310	HSA		11-04-1958	23-01-1963	Withdrawn from service on 23/01/1963.
11	N-311	HSA		03-06-1959	23-09-1963	RAF (XM117). Withdrawn from service on 23/09/1963, scrapped.
12	N-312	HSA		24-03-1959	25-07-1968	RAF (XM118). Sold to HSA on 25/07/1968. Sold to Abu Dhabi as T.Mk.77 (711).
13	N-313	HSA	41H/695335	05-06-1959	23-02-1965	RAF (XM119). Sold to HSA on 23/02/1965. Sold to Switzerland as FGA Mk.58A (J-4127).
14	N-314	HSA	41H/695336	24-03-1959	07-03-1963	RAF (XM120). Withdrawn from service on 07/03/1963, scrapped.
15	N-315	HSA	41H/695337	24-03-1959	21-01-1964	RAF (XM121). Withdrawn from service on 21/01/1964. To NLR used by spares to N-320. Scrapped.
16	N-316	HSA	41H/695338	24-03-1959	16-02-1965	RAF (XM122). Sold to HSA on 16/02/1965. Sold to Qatar as T.Mk.79 (QA13).
17	N-317	HSA	41H/695339	24-03-1959	15-03-1964	RAF (XM123). Sold to HSA on 15/03/1964. Scrapped and cannibalized for spares.
18	N-318	HSA	41H/695340	05-01-1959	09-03-1965	RAF (XM124). Sold to HSA on 09/03/1965. Sold to Switzerland as FGA Mk.58A (J-4128).
19	N-319	HSA		28-05-1959	02-03-1965	RAF (XM125). Sold to HSA on 02/03/1965. Sold to Singapore as T.Mk.75 (516).
20	N-320	HSA	41H/695342	10-04-1959	15-06-1965	RAF (XM126). Withdrawn from service on 15/06/1965. To NLR as PH-NLH, in Aviodome.

Hunter F.Mk.4 No. N-131/4R-24, 325 Squadron, Soesterberg Air Base, 1956.


4R-24
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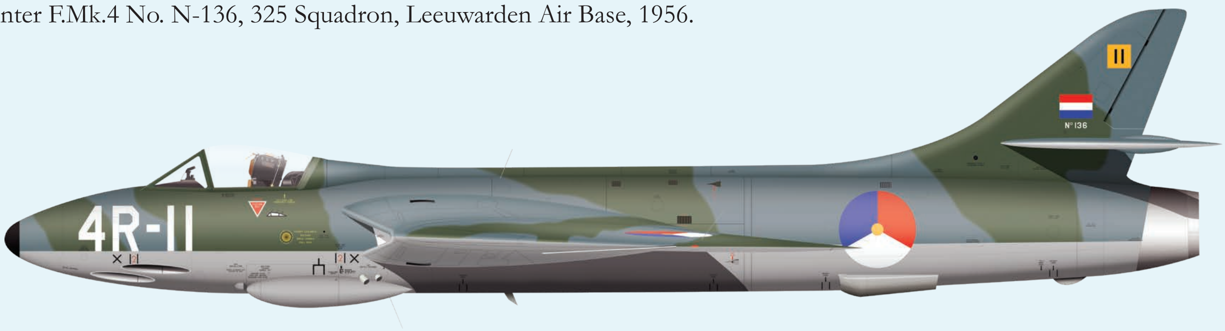
N° 131

Hunter F.Mk.4 No. N-136, 325 Squadron, Leeuwarden Air Base, 1956.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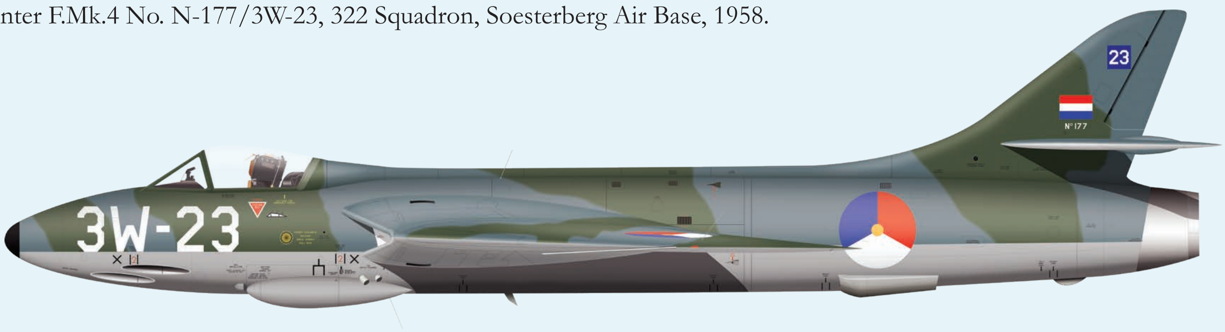
Hunter F.Mk.4 No. N-177/3W-23, 322 Squadron, Soesterberg Air Base, 1958.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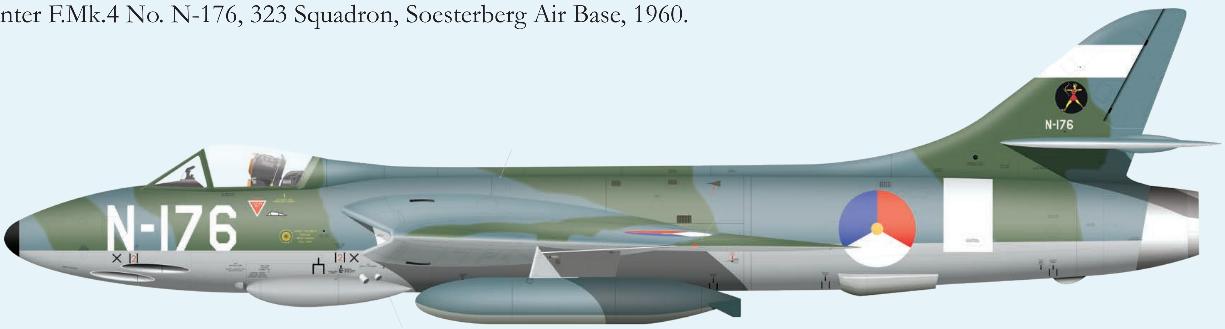
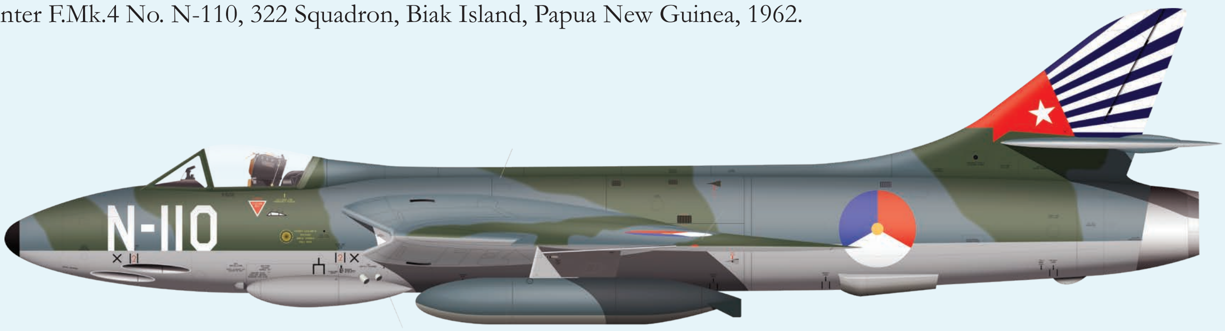
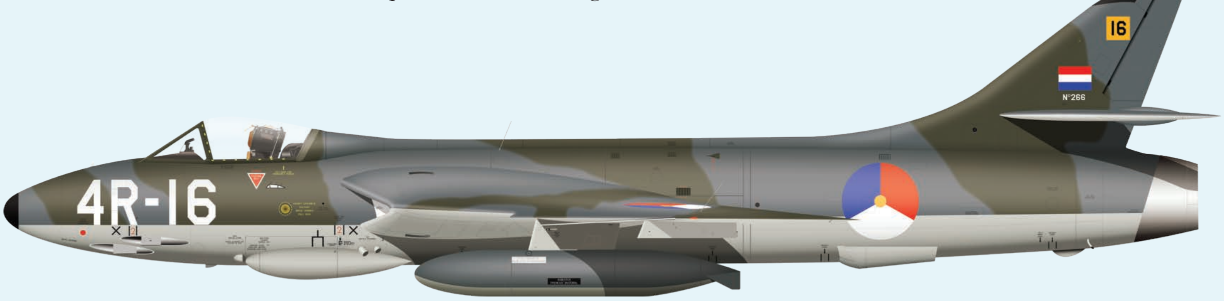
Hunter F.Mk.4 No. N-176, 323 Squadron, Soesterberg Air Base, 1960.



Hunter F.Mk.4 No. N-110, 322 Squadron, Biak Island, Papua New Guinea, 1962.



Hunter F.Mk.6 No. N-266/4R-16, 324 Squadron, Soesterberg Air Base, 1958.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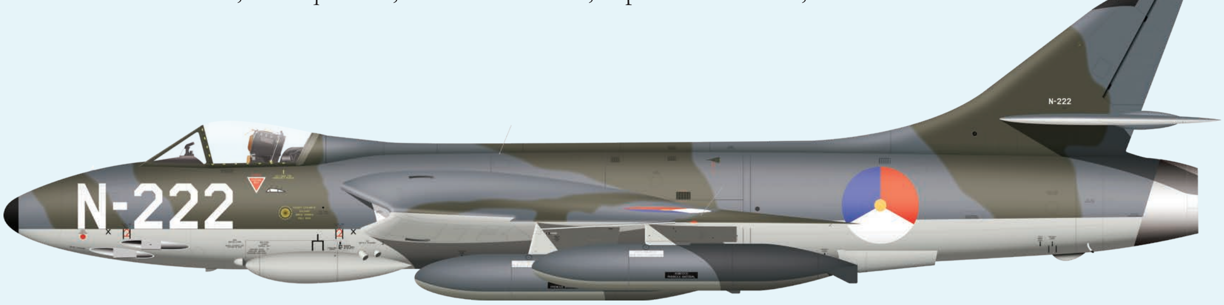
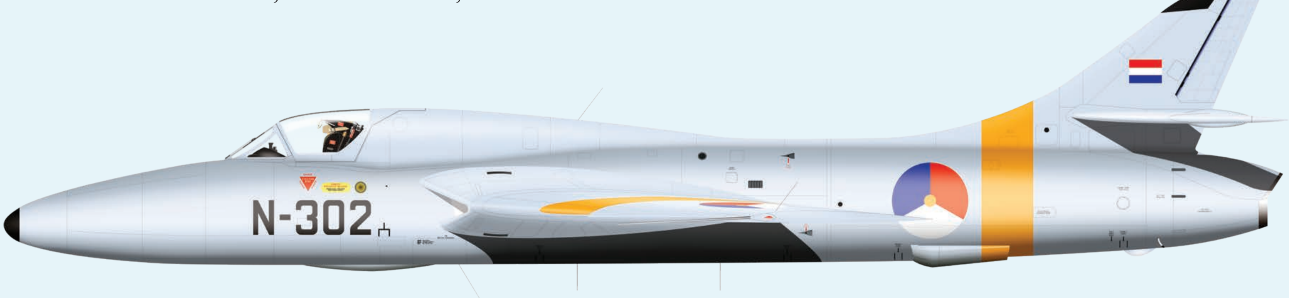
N°266
4R-16

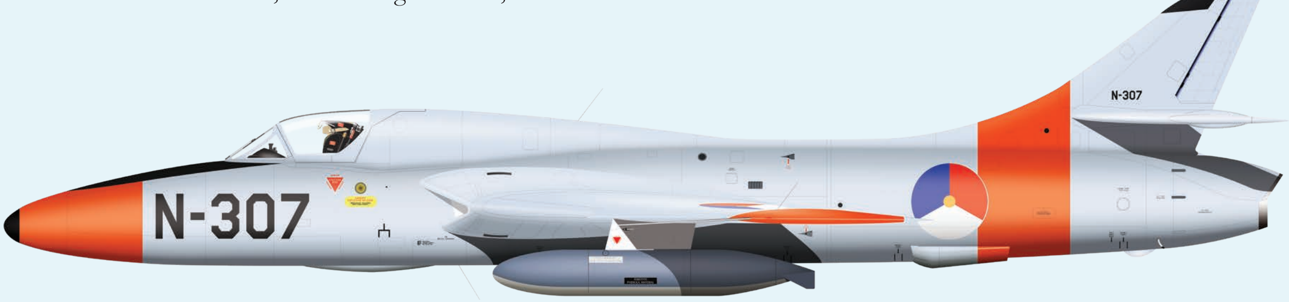
Hunter F.Mk.6 No. N-222, 322 Squadron, Mokmer Air Base, Papua New Guinea, 1962.



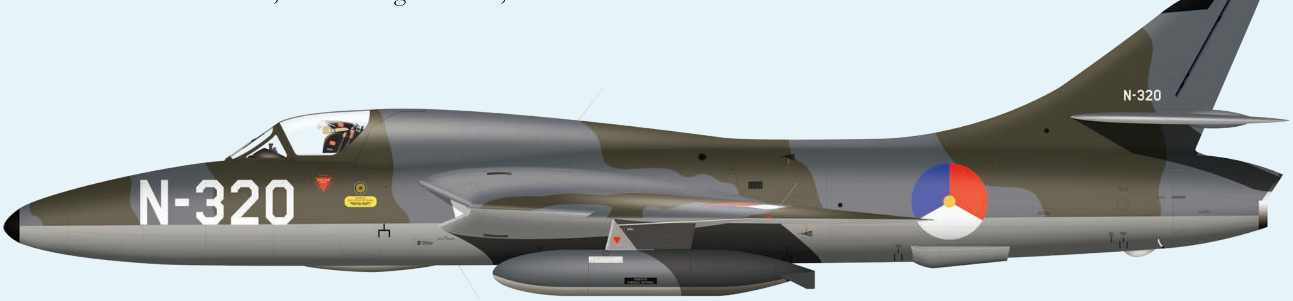
Hunter T.Mk.7 No. N-302, Twente Air Base, 1958.



Hunter T.Mk.7 No. N-307, Soesterberg Air Base, 1966.



Hunter T.Mk.7 No. N-320, Soesterberg Air Base, 1960.



The Hunter in service with the Chilean Air Force

Towards the Transonic Era

On 6 November 1965, a clash broke out between Carabineros de Chile and Argentine Gendarmería in the Laguna del Desierto area in what become a disputed zone between Chile and Argentine, which ended with the death of lieutenant Hernán Merino Correa, sergeant Miguel Manríquez injured and two policemen arrested until 8 November 1965. This event sparked a general mobilization of all available assets of the Chilean Armed Forces deploying to the southern part of the country. In just two days there were about 700 Carabineros in the surrounding area of Laguna del Desierto waiting for the order to retake the zone, nevertheless the order never came and the disputed territories were recuperated through diplomacy. This event, however simple and isolated, in time perspective, caused Chilean authorities to formulate an ambitious plan to re-equip its Armed Forces, in order to improve the country's military capabilities, which during that month of November 1965 evidently weren't able to tackle an armed confrontation with the Argentine Gendarmería.

As part of this ambitious procurement plan, the Chilean government turned to its then main supplier for military hardware, the United States, with the intention of acquiring a batch of F-5A Freedom Fighter aircraft. The American refusal was immediate, echoing the situation that had occurred in 1953 when Chile intended to acquire its first combat jets. As in previous times, Chile turned to a close acquaintance: the United Kingdom.

Considering the American refusal, General Máximo Errázuriz Ward appointed a commission for his trip to England in September 1966 in order to evaluate the Hunter aircraft produced by Hawker Siddeley Aviation Limited (HSA), which was a bestseller of the British aeronautical industry. The evaluation was rapid, with contract No. HSA/66/C/66 being signed on October 1966, which considered the purchase of the first 21 Hunters in the following configurations: 15 F.Mk.71 Hunter single-seaters, three Hunter FR.Mk.71A for reconnaissance and three Hunter T.Mk.72 dual aircraft. HSA at the beginning of a sale of a Hunter negotiated equipment packages that eventually determined a particular aircraft model. In the Chilean case, the aircraft of the first, second and third contracts correspond to the following factory models under local requirements (Identified to date):

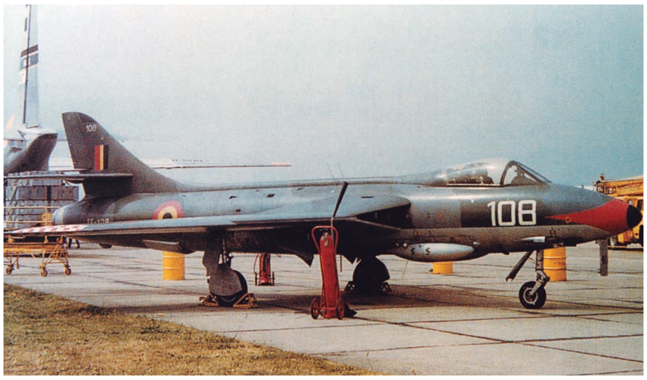
- Model No. H2516 (F.Mk.71)
- Model No. H2517 (FR.Mk.71A)
- Model No. H2518 (T.Mk.72)
- Model No. H2575 (F.Mk.71)
- Model No. H2577 (T.Mk.72)

That being said, the Hunters F.Mk.71 of the first batch were not identical to the Hunters F.Mk.71 of the third. Each model number had a list of components that were defined by the buyer when customizing the aircraft. Each component was identified by a number, which were recorded in the document "List of Modifications and Special Technical Instructions Added". A research window is left open for the most restless reader, who wish to know and review the details of the national Hunter teams based on the model number indicated in the bibliography of this publication.

Given the good performance of the Hunter and the requirement to replace the fleet of Lockheed F-80 and T-33 aircraft, which were greatly reduced in number, decision was made in September 1969 to secure a second batch of aircraft consisting of 9 F.Mk.71 single-seaters under the HSA/69/C/84 contract.

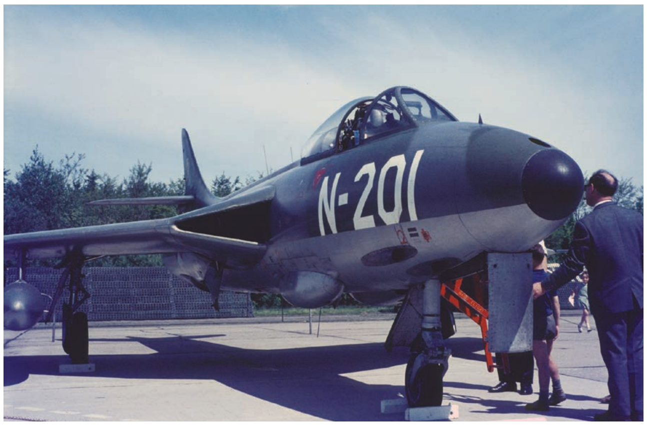
In 1971 the Government of Chile signed the last and third Hunter aircraft acquisition contract for a total of eight aircraft. Contract HSA/71/C/096 considered 4 Hunters F.Mk.71, 3 Hunters FR.Mk.71A and a T.Mk.72. Finally, 14 additional FGA.Mk.9 and T.Mk.67 Hunters aircraft were finally delivered from RAF stocks in 1982, which completed the inventory for a total of 53 aircraft in 27 years of operation in the country.

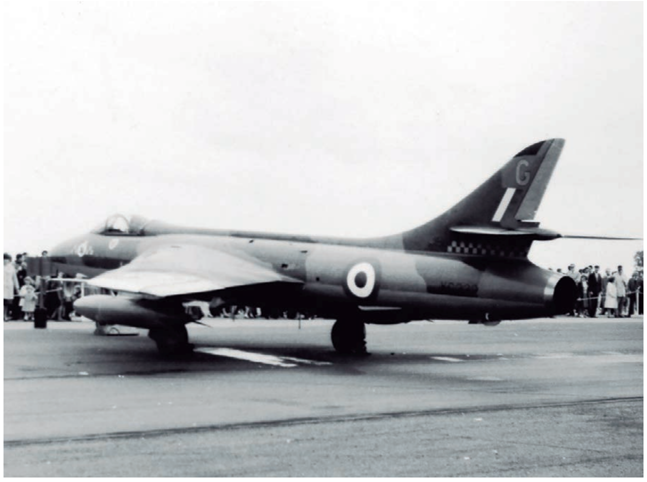
It should be outlined that the 53 Hunters delivered corresponded to second-hand aircraft, with many of them having previous operational lives in other countries. In the case of the Hunter F.Mk.71 and FR.Mk.71A, most began its existence as Hunters F.Mk.6 models, serving in the Royal Air Force (RAF.), Force Aérienne Belge (Belgian Air Force) and Koninklijke Luchtmacht KLu (Royal Netherlands Air Force), in turn upgraded to the FGA.Mk.9 version before being sold to Chile.

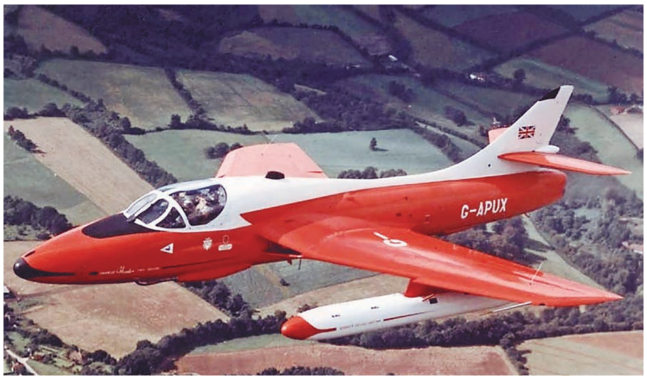

Hunter model F.Mk.6 in Belgian Air Force colors, registered as IF-108 operating in the 7th Fighter Wing at Chièvres Air Base. This Hunter will follow its service in the Chilean Air Force as F.Mk.71 model, designated as J-702. (Daniel Brackx)

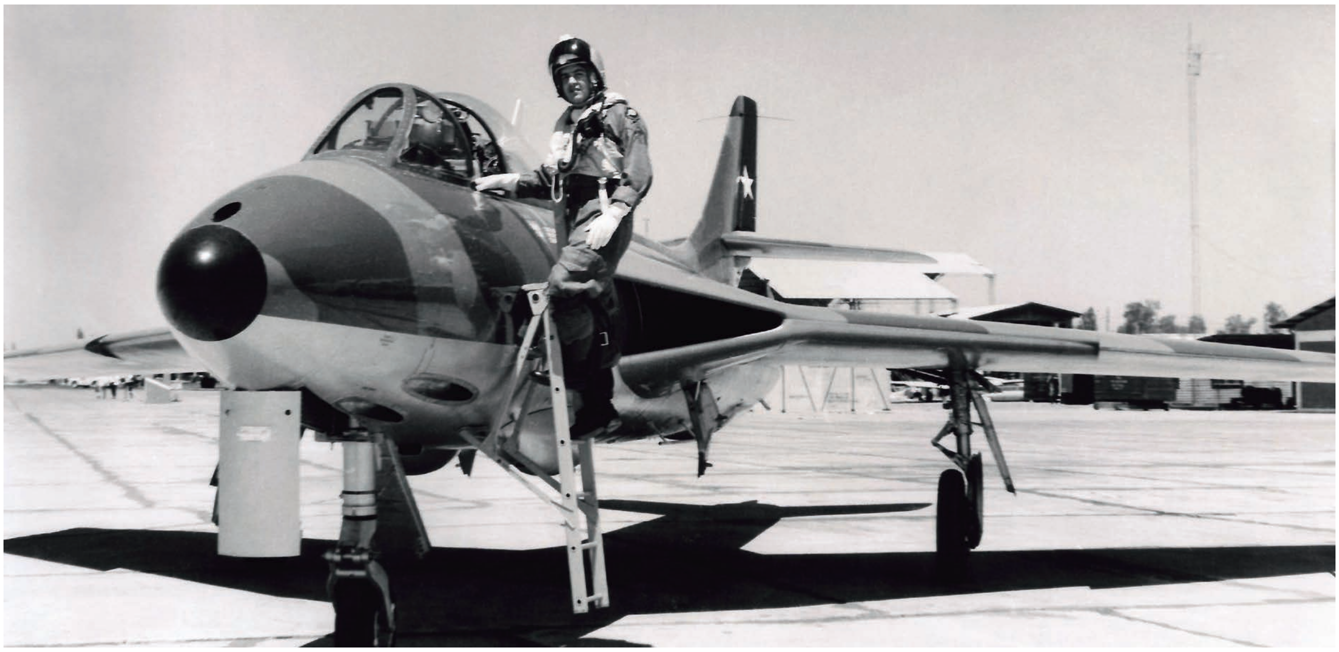
Some of the aircraft delivered had up to 2,800 flight hours, however, they were all upgraded and refurbished to "zero hours" by HSA. In the case of duals, some began life as single-seaters, being converted into instructional aircraft, others were used for ejection seat testing and some were HSA demonstrators.

The most representative case of this condition was the T.Mk.72 trainer, No. J-718, which was HSA demonstrator with the G-APUX registration. This demonstrator was leased to three Middle Eastern Air Forces before being sold to Chile. In the Chilean Air Force, this was the first Hunter to fly in Chile, serving in Aviation Groups No. 7 and No. 8. This Hunter was the only aircraft in the first batch of aircraft received to participate in the Hunter's farewell flight in Chile on 19 April 1995. This aircraft was preserved by the Chilean Aeronautics and Space Museum at Los Cerrillos Air Base and is on display in the Jets Hall.


Hunter model F.Mk.6 in Royal Netherlands colors from No. 325 Squadron, designated as N-201, during an Open Day in Volkel in 1961. This Hunter will follow its service in the Chilean Air Force as F.Mk.71 model, designated as J-708 and the last Chilean Hunter to be lost in an accident on 17/07/1994, with the loss of Captain Patricio Schnettler Dorner. (Via Henk Schakelaar)


Hunter model F.Mk.6 in Royal Air Force colors from No. 92 Squadron, registered as XG232, during an Open Day in Gaydon in 1960. This Hunter will continue its service in the Chilean Air Force as F.Mk.71 model, designated as J-714 and would be lost in an accident on 19/02/1974, with the loss of Lieutenant Roberto Urrutiaguer Vallejos. (Peter Clarke)


Former Belgian Air Force F.Mk.6 Hunter and would later become Hawker Siddeley famous T.66A G-APUX demonstrator and then would operate in three air forces before being sold to the Chilean Air Force as T.Mk.72 coded J-718. (HSA)


The first Chilean pilot to fly a Hunter in Chile, Captain Jaime Estay Viveros, on December 11th, 1967. Interestingly, he did it on the dual No. J-718 aircraft. In the photograph Captain Estay poses in the Hunter F.Mk.71 No. J-702 from Aviation Group No.7. (Rino Poletti collection)

Arrival of the first Hunters in boxes to Los Cerrillos. The first aircraft to be assembled was the Hunter T.Mk.72 No. J-718. (Rino Poletti collection)

Hunter FR.Mk.71A No. J-734, refueling in one of its technical stops overs during its transfer across the Atlantic, in the first phase of "Atlantes" Operation, in January 1974. (FACh)

RAF Hunter FGA.Mk.9 XK138 at the 1976 International Air Tattoo. In 1982 it would be one of the last 14 Hunters to arrive in Chile. Most of them for spare parts for the rest of the fleet. (Robin Walker)

The Hunter's service in the Chilean Air Force has been the subject of controversy, mainly due to the high rate of accidents in 27 years of service and its participation in the attack on the Government Palace on September 11th, 1973.

With regards to the accident rate recorded, it is comparable to other air forces, to which we must add the difficult years in which the fleet lacked spare parts or technical support from its main supplier, which probably contributed to some of these accidents.

What needs to be remembered is the key role the Hunter played alongside its crews in defense and deterrence during two major regional crises in 1975 and 1978. It should also be noted that it was the first aircraft to which modifications made by the Chilean aeronautics industry were introduced.

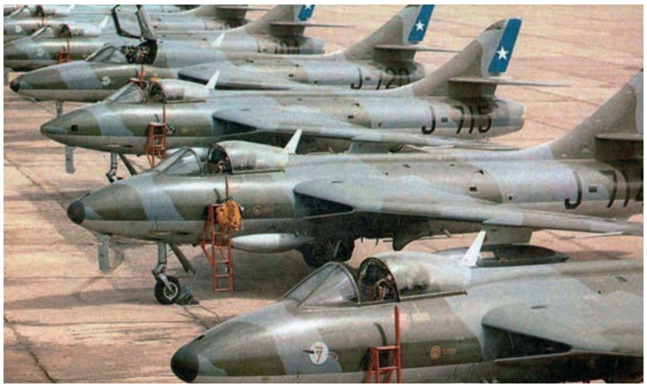
Service with Aviation Group No. 7

The first supply of Hawker Hunter aircraft was part of the HSA/66/C/066 contract comprising the acquisition of 15 F.Mk.71 model aircraft, numbered from J-700 to J-714, 3 FR.Mk.71A reconnaissance aircraft, registered from J-715 to J-717 and 3 T.Mk.72 training aircraft, registered from the J-718 through J-720. The aircraft were delivered disassembled in crates by sea beginning October 1967. The delivered aircraft were handed over to Aviation Group No. 7 and were assembled by Chilean specialists with the assistance of HSA technicians.

The first aircraft to be put into flight status was the series dual Hunter registered No. J-718, which made its maiden flight over Chilean skies on November 30th, 1967 in the hands of Hawker test pilot Patrick Hill. It is worth mentioning that Patrick Hill was one of three HSA pilots who had the mission to perform the aircraft's certification flights between June and July 1967, completing 89 minutes on this aircraft on 12th and 21st July 1967 at Dunsfold airfield, before the "Contracted Test Flight Registration" was signed.

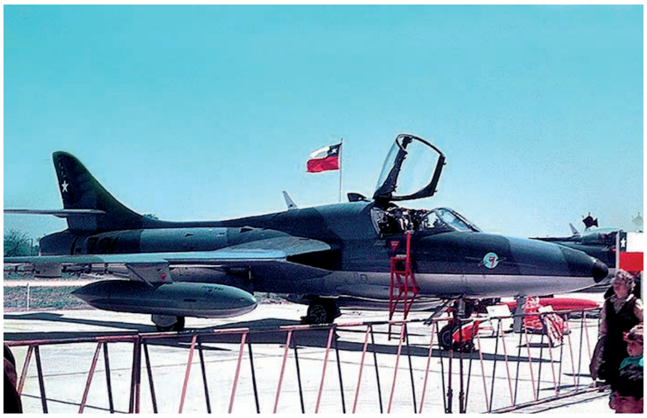
Days later, on December 11th 1967, Captain Victor Estay Viveros was the first Chilean pilot to fly a Hunter aircraft over Santiago. Thus began the era of this stylized fighter-bomber that for 27 years would fulfill the mission of preparing and training several generations of fighter pilots.

By July 1968 there were already 10 aircraft in operations, allowing the first conversion to the Hunter aircraft to be completed. On 19 September 1968, 16 aircraft made a fly past at the Military Parade in Santiago, making a remarkable impression on the authorities and public attending.

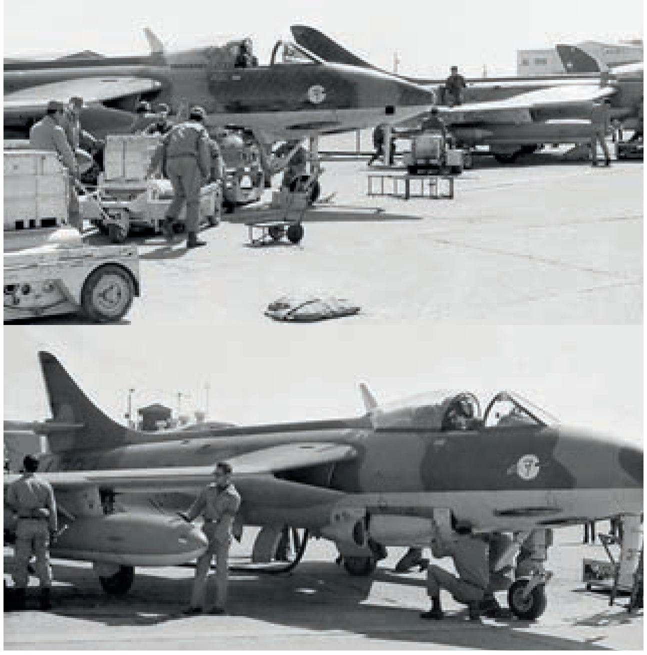


Hunter flight line of the Aviation Group No. 7 in the tarmac of Los Cerrillos, Air Force Base in the late 1960s. The use of the Group's badge on the bow of some aircraft and the presence of the three Hunter models are noticeable: F.Mk.71, FR.Mk.71A and T.Mk.72. (FACh)

From 1969 to 1971 and with the purchase of the second aircraft batch, consisting of 9 F.Mk.71 aircraft (J-722 to J-730) and a Hunter T.Mk.72 (J-721) increased the availability of these aircraft allowing the conversion of Aviation Group No. 9 in May 1970. During this year the first loss of crews occurred in an unfortunate accident, with the loss of two fighter pilots and an engineer from Aviation Group No. 7 when the Hunter J-706 (Piloted by Captain Luis Corsi C.) and J-719 (Piloted by Commander Julio Frías F. and copilot Captain Rudy Epensberger B.) collided in midair. In 1972 during a training mission near Mejillones, Captain Marcos Meirelles Guizman performed the first successful ejection on a Hunter aircraft due to a low-altitude Avon engine flame-out, resulting in some injuries. This officer would later receive the "Blue Tie", a gift, Martin Baker made to crews using their effective ejection seats.



Hunter T.Mk.72 No. J-721 from Aviation Group No. 7, on static show at Ezeiza Airport, Argentina, during a visit in 1972. (Jorge Leonardi)



Tactical weapons loading exercise of Hunters from Aviation Group No. 7, where weapons specialists proceed to load the 4 Aden 30 mm gunpack to Hunters No. J-717 and J-737. These exercises also involved non-specialist personnel, who were properly trained. (FACh)

The Hunter and September 11th 1973

The operations carried out by the Hunters from Aviation Group No. 7, along with pilots of Aviation Group No. 9, remained in the national historical subconscious and in all those who lived that historical period marked by political violence and polarization in the late 1960s and early 1970s, period that ended with the fall of Presidents Salvador Allende Gossens government along with the Unidad Popular (U.P.) era.

The planning of air operations in the event of any contingency began to take place during the first half of 1973, specifically July and August when the Chilean Air Force determined what to do in case of any contingency. It was not an easy task because social polarization was affecting the soul of the nation including that of the Armed Forces, which as months went by, ended up adopting a common stance by joining forces to seek for a solution to the violence that divided Chileans. On June 29 th , of that turbulent year, members of the Army rose in a movement known as the "Tanquetazo", a failed attempt that sought to terminate the government of Salvador Allende. During July at meetings held at the Air Warfare Academy, a "fictitious war game" was studied that evaluated the missions to be carried out to neutralize an uprising of the various industrial belts and communal commandos that sustained the Unidad Popular government, the neutralization of the various media supporters of the government and the possibility of having to engage other units of the Chilean Armed Forces that would not share the position taken by the Air Force. The worst-case scenario envisaged were armed clashes with social forces supported by various sectors of the Armed Forces.

Thus, came August 18 th , when the Commander-in-Chief of the FACh, General César Ruíz Danyau, was forced to resign from his position after refusing to remain in his assignment at the portfolio of the Ministry of Labor, a position which he had been appointed by President Allende himself lasting only 9 days. This event caused restlessness, discomfort and sorrow within the Chilean Air Force especially in the way the figure of its highest leader was forced to resign and leave office. As per a presidential decision, General Gustavo Leigh Guzmán is designated new air force leader and a figure that would strongly support the intervention of the Armed Forces.

The previously related situation, the extreme social polarization and the fear that the Air Force units in Santiago would be subject to attacks in their own facilities, were the cause for Aviation Group No. 7, the main combat unit at the time, to be transferred to Concepción in mid-August 1973 to start operations and flight activities from the Carriel Sur airport. This airport was guarded day and night by Marine Corps personnel assigned by the Chilean Navy to that unit with the sole purpose of protecting pilots, installation and Hunter equipment.

Following that routine, the leaders of the unit began to prepare for a month of September that became ever so complex and where the radicalization of the various stances led to the only way out of such an intricate situation, the Navy. It is September 10 th , 1973 when Aviation Group No. 7 commanding officer briefs its pilots on the decision taken by the entire Armed Forces and the role that would be assigned to them the following day. This briefing had the peculiarity of having been held onboard a Chilean Navy ship in the port of Talcahuano.

Hunters in action

Much has been talked about the Hunters' participating on September 11 th , 1973. It is worth mentioning that the action of these aircrafts was clearly part of a military operation that sought two initial objectives: to suppress the TV and Radio media in favor of the Unidad Popular Government and to use air power as a deterrent to anyone who wanted to engage combat with the Armed Forces.

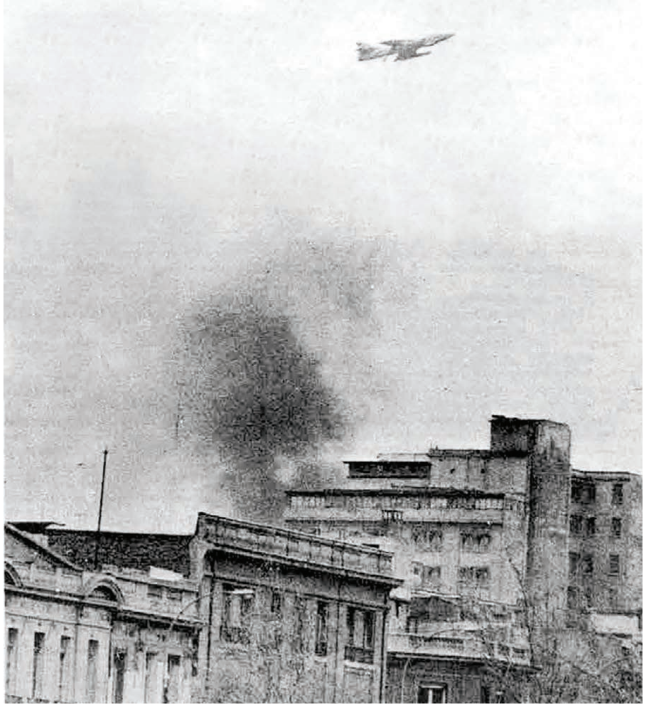
Thus, at 07:00 AM on that 11th September, four Hunter were armed and prepared for their first mission: suppress radio stations in the city of Santiago. After the final checks, four Hunters take off around 08:00 from Carriel Sur towards Santiago with the mission to attack and destroy the antennas of radio stations Corporación, Del Pacífico, Magallanes, Portales and Luis Emilio Recabarren. They accomplished their mission, and there were no casualties from these first attacks.

In the course of that morning Aviation Group No. 7 and its Hunters engage on a new mission: the attack on the La Moneda Palace and the private residence of the President of the Republic in Tomás Moro street in the Las Condes neighborhood. Four more Hunters were armed similarly to those of the first mission. Two would carry out the attack on the government palace and the others on the residence of Tomás Moro street in Las Condes.

Both attack missions were carried out just before noon on September 11th. The attack on the government palace took approximately 15 minutes, where the two assigned aircraft performed a pair of flyovers before firing their weapons, starting a fire in the Presidential palace's north wing and causing the partial structural destruction of its front, by using SURA P4 rockets. (During mission planning, the use of free fall bombs was ruled out, to prevent casualties and collateral damage to the structures of the surrounding buildings).

The attack on Tomás Moro street residence caused significant destruction to the former President's house and collateral damage to the Air Force Hospital as one of the pilots who participated in that mission, confused the hospital with the target. Fortunately, despite the error, there was no loss of human life to regret. On September 11th , there were additional flights over the city of Talcahuano and a damage assessment reconnaissance mission over the La Moneda Palace aimed at determining the effectiveness of the attack carried out.

On 11 September, there were additional flights over the city of Talcahuano and a reconnaissance flyover over the La Moneda Palace in order to assess damage and the effectiveness of the attack carried out.



The photograph shows one of the passes of one of the Hunters of Group No. 7 after having fired their SURA P4 rockets over the government palace on 11 September, 1973. (La Tercera Newspaper)

Operation Atlantes

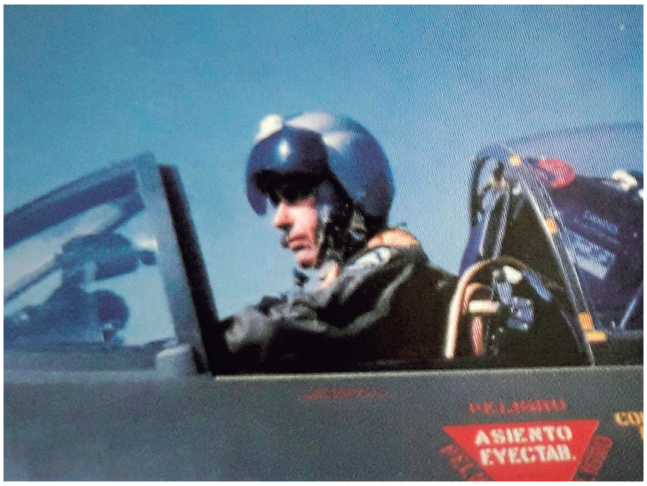
One of the most important milestones of the Hunters' operation in Chile was the so-called "Operation Atlantes". It had its genesis in mid-1973 when the country was experiencing great economic difficulties in transporting the last six aircraft that were part of the 1971 contract. These aircraft were in the process of being certified for delivery and subsequent transfer to Chile, but the lack of foreign currency made it impossible to move them by sea freight. The mission considered ferrying the Hunters, with no in-flight refueling capability and limited range across the Atlantic Ocean, a mission that from the outset seemed impossible because of the aircraft's own limitations (relative to fuel and range) and over a route of more than 13,500 km to its final destination.

The initial idea of ferrying the Hunters over the Atlantic originated in 1967 when Squadron Commander Mario López Tobar was part of the pilots of Aviation Group No. 7 while commissioned in England converting to the British aircraft. During that year, Commander Lopez, planned the possibility of crossing the Atlantic on a route that considered touching Greenland - Canada and second route to the south, which flew over Africa and Ascension Island in the South Atlantic.

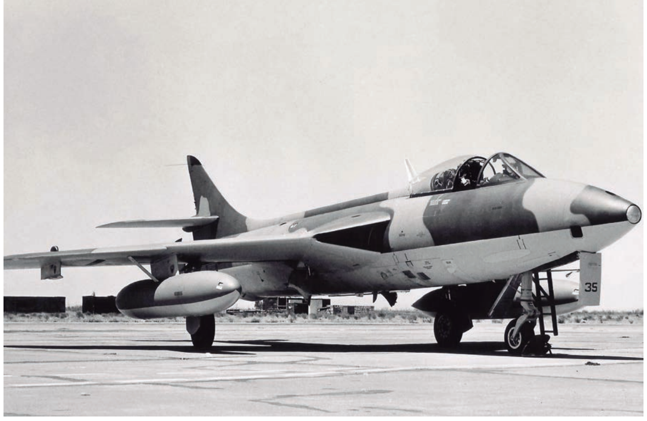
Following the events of September 11 th 1973, planning activities were prioritized and resumed, with the South Atlantic route alternative being chosen by flying over Africa/Ascension Island. A complex study of weather conditions of the route chosen for the months of January and February 1974 begins as well as an evaluation to improve the ferry range of the Hunter aircraft and the design of a solution that allowed more fuel storage and therefore greater range.

This resulted in the design of an additional fuel tank being mounted in the section originally accommodating the Aden gun pack, which increased the aircraft's range by an additional 220 miles. On January 3 rd 1974, the operation to ferry the Hunters began with the flight of a Lockheed C-130H from Aviation Group No. 10, which transports 9 officers and 12 NCOs to England in charge of flying the first three aircraft.

In charge of the planning was the Aviation Group No. 7, Commanding Officer, Group Commander Mario López Tobar, who was the leader of the first group of aircraft, J-734, J-735 and J-737, taking off on January 12th 1974 from the RAF's Lyneham base and landing in Cerro Moreno Air Force Base on January 24th . This first part of the transfer operation considered 11 stopovers, the most complex and most risky being those involving the crossing of the Atlantic: Monrovia/Ascension Island (1,642 km) and Ascension/Recife (2,296 km). For the Crossing of the Atlantic, it took 5 days to ready the planes with the new supplementary fuel tanks installed in the gun pack, at the Spanish airbase in Gando.



The Commander of Aviation Group No. 7, Group Commander Mario López Tobar, architect of the planning and execution of Operation Atlantes, leading the first group, piloting Hunter No. J-735. (FACh)



Hunter MK.71A No. J-735 during the transfer from England. You can see the absence of the "Sabrinas" and the sealing of the openings of the cannons to decrease the coefficient of resistance. This simple modification allowed pilots to save up to 4.5 pounds of fuel per minute flying at 40,000 feet. These savings meant 550 extra pounds for the jump to Recife, which would allow them an eventual extended flight. (Rino Poletti collection)

The second transfer was assigned to the Commander of Aviation Group No. 9, Group Commander Gonzalo Alviña del Canto and leader of the group, Aviation Group No. 7 executive commander, Squadron Commander Fernando Rojas Vender, transferring aircrafts J-733, J-736 and J-738 during February 1974, thus concluding the successful ferry of the last six Hunters acquired in 1971, making this operation one of the most significant milestones in the recent history of the Chilean Air Force.

Hunter F.Mk.71 No. J-737, ready to begin the first stage of the Atlantes Operation, at Lyneham RAF Air Base on January 11th 1974. Along with the aircrafts J-734 and J-735 they would cross the Atlantic Ocean, at the limit of their capabilities. This aircraft would crash on February 14th 1983, with the loss of the pilot, flight Lieutenant Richard Thomas, an exchange RAF officer deployed with Aviation Group No. 8 for the transition of Chilean pilots to FGA.Mk.9 aircraft. (Adrian M. Balch collection)

Lieutenant Luis Utman climbing MK.71A J-734 from Aviation Group No. 7, an aircraft that was transferred in flight in the first flight of Atlantes Operation in 1974. This aircraft would survive until the end of the Hunter operation in Chile and flew on the farewell flight in April 1995. (FACh)

The Hunters ended their service with Aviation Group No.7 in 1976, the year in which this unit is equipped with F-5E/F Tiger II supersonic combat aircraft, cascading its Hunters to Aviation Group No. 8, with both groups starting its operation in the installations readied at Cerro Moreno Air Base in the city of Antofagasta. It's the conclusion, of the Hunter's operation in Aviation Group No. 7 and Los Cerrillos Air Base, which housed them for 9 years.

Hunters from Aviation Group No. 7, flying in formation over the Andes Mountains in the early 1970s. (Rino Poletti collection)

Service in Aviation Group No. 9

The history of Aviation Group No. 9 begins with its formation in May 8th 1967 stationed initially at the El Tepual Air Base, Puerto Montt, while operating a mixture of Lockheed F-80C and T-33A/RT-33A. With the arrival to Chile of the second batch of Hunters, 12 aircraft are allocated to this combat unit in May 1970, all single seaters, starting the legacy of the "Black Panthers", whose emblem was designed by Captain Enrique Fernández Cortés. The Air Force High Command had ordered a combat presence in the region, in an effort to rapidly strengthen the southern area, which was logistically more complex to perform with Group No. 7 aircraft.

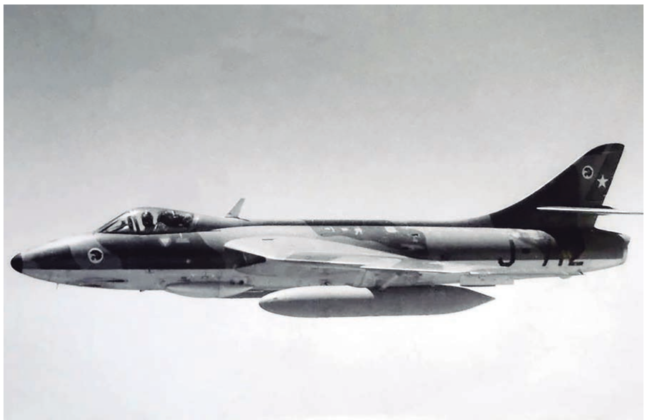
With the Hunters operated in this unit in the city of Puerto Montt, they participated in the attack of the oil tanker Napier. This oil tanker ran aground on the Guamblin Island on the Taitao Peninsula on June 10th 1973, spilling 30,000 tons of crude oil, causing an environmental disaster of vast proportions for that time. After the Navy rescued the crew, a scientific team indicated that the environmental damage would financially affect the area and there were no means to stop such a disaster. The Ministry of Defense decided to attack the oil tanker in order to burn the oil that was kept inside the ship and thus stop the spill.

Hunter's operations in Aviation Group No. 9 were saddened in February 1974 due to an accident involving two officers of the unit. On February 14 th , in the vicinity of Puerto Montt, Lieutenants Joaquín Berríos Carrasola and Roberto Urrutiaguer Vallejos collided in midair, neither having the chance to eject.

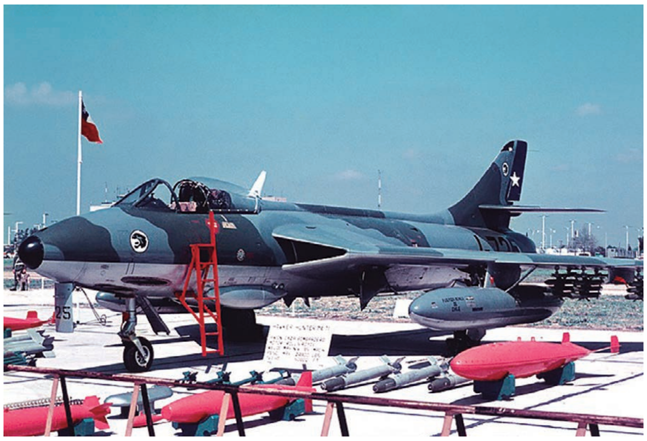
On March 20th 1975, in an effort to merge all Hunter aircraft at Cerro Moreno Air Base, Aviation Group No. 9 was transferred to the city of Antofagasta. At that time, part of the aircrafts were painted with a desert scheme, considered more appropriate than the gray/green from Aviation Group No. 8 aircraft. The aircrafts distinctively stood out with the presence of the black panthers in their bows and empennages, which were already sported in Puerto Montt.

It was not long before the Hunters of Group No. 9 would return to Puerto Montt, in response to the threat of an armed conflict with Argentina in late 1978. The planes were on permanent Quick Reaction Alert, preventing Argentine hostile air intrusions. Aviation Group No. 9 aircraft participating in Combat Air Patrols (PACs) were urgently wired in 1977 with Israeli Rafael Shafrir II air-to-air missiles. This was developed and performed by the Maintenance Wing, being the first significant modification made locally to this aircraft. Finally, on December 2nd 1981, Aviation Group No. 9 was deactivated and the Hunters of the unit, pilots and personnel reassigned to Aviation Group No. 8.

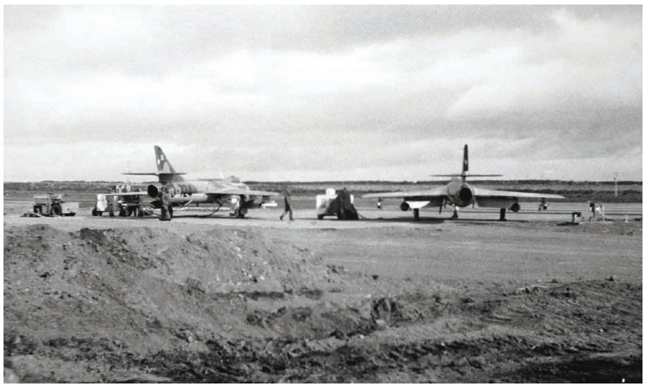
Pilots and ground crew staff from Aviation Group No. 9 are pictured on 19 September 1976. (Via Anselmo Aguilar)



Hunter No. J-712 in flight, sporting the Group No. 9 Black Panthers emblem. This is the only preserved aircraft of Dutch origin and today is a monument in the FACh Specialties School. (FACh)



Hunter No. J-725 from Aviation Group No. 9 at Ezeiza Airport, on a visit to Argentina in 1972. You can see a special finish of the paint scheme, as well as the stencil in the external fuel tanks. (Jorge Leonardi)



Hunters from Aviation Group No. 9 on Quick Reaction Alert on a deployment strip in the southern zone during the Beagle crisis with Argentina in 1978. Both aircraft are armed with Shafrir II missiles and carry 150 imperial gallon auxiliary tanks. (FACh)

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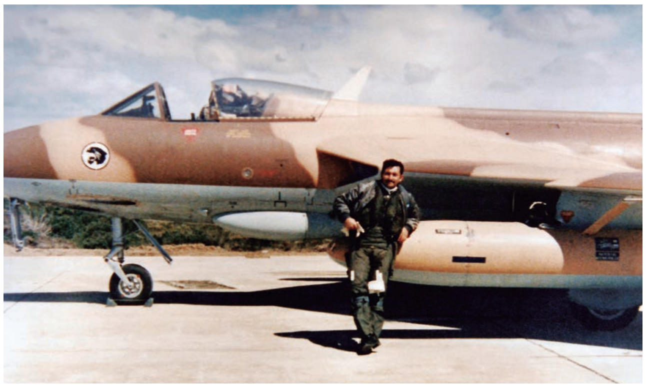
Aviation Group No. 9 maintenance and crew chiefs posing with the typical sign "Danger, Black Panther Zone". (Via Anselmo Aguilar)

A Hunter from Aviation Group No. 9 performs a Fox-3 shoot down at 300 yards to an F-5F from Aviation Group No. 7 in a Dissimilar Air Combat Training on November 9th , 1977. (Via Anselmo Aguilar)



Lieutenant Sergio Grove Maureira from Aviation Group No. 9 next to a Hunter with desert scheme sporting the characteristic emblem of the Black Panther on its nose. (Rino Poletti collection)

Operations with Aviation Group No. 8

At the end of 1973 Aviation Group No. 8 received its first Hunter from the Aviation Group No. 7, after transferring from its base in Santiago to the facilities of Cerro Moreno Air Base in Antofagasta. By that date, Vampires and Hunters operated together. As early as 1976, Group No. 8 received the last Hunters operated by Aviation Group No. 7, increasing the unit inventory to 14 Hunters, including the four two seats dual aircraft available to date, plus four Hunters FR.Mk.71A and six F.Mk.71. With the final aircraft received from Aviation Group No. 7 it was possible to concentrate all Hunter aircraft at Cerro Moreno airbase, that is the 26 surviving aircraft, which contributed greatly to the training, logistical and maintenance plans, having for the first time all the aircraft in a single facility. Finally, it absorbed all Hunters from the Black Panthers when Aviation Group No.9 transferred to this unit upon deactivation. Thus, this unit concentrated all Hunter aircraft until its final grounding in 1995, subject to significant operational complications, due to the inability to get spare parts regularly from the manufacturer, and general aging of the aircraft. The 1980s and 1990s bare witnessed numerous accidents that claimed the lives of several pilots of this unit.

Love and hate with England

A rather unknown aspect of this period is the difficulty in obtaining spare parts and services for the Hunter from England, due to Chilean Air Force involvement in the events of September 11 th, 1973. The English Trade Unions that enforced conditions in the access for the reception of the six Hunters of Operation Atlantes, the appropriation of Avon 207 engines and the bureaucratic obstacles of the Labour governments of Harold Wilson and James Callaghan for their recovery and shipment to Chile, along with the secret agreement with the Hindustan Aeronautics Limited, through the accomplishment of the transfer in 1982 of fourteen Hunter aircraft until the death of an RAF instructor pilot in Chilean soil.

In 1974, following the successful delivery of six Hunters across the South Atlantic, the Chilean Military Junta began to deal the embargo of one of its main military equipment suppliers: England. The government of British Prime Minister Harold Wilson held back the engines and prevented their return to Chile by not issuing the corresponding export license despite the overhaul made at the East Kilbride plant of the Rolls-Royce had been completed. Thus in 1978, four years after the appropriation of the four Rolls-Royce Avon 207 engines, it become an unpleasant legal and political issue, where Prime Minister Callaghan's government was forced to issue the corresponding export documents for the delivery to Chile of the four engines. Finally, with the engines returned to Chile, Rolls-Royce terminated the support and maintenance contracts with the Chilean Air Force under the exerting pressure of the British government.

In September 1978, official message No. 0157368 was received by the Chilean Ministry of Foreign Affairs with the positive response of the Government of India by which Hindustan Aeronautics Limited (HAL) would overhaul all Rolls-Royce Avon 207 engines of the Hunter fleet.

As early as 1982, the Hunters were again the focus of Anglo-Chilean bilateral relations, on this occasion drastically opposite to the previous British attitude to Chile ruling government. The then British government, led by Prime Minister Margaret Thatcher, faced a complex situation when Argentina in early April of that year invades the overseas possessions of the British crown: the Falklands and South Georgia Islands.

At that time the lack of intelligence information and the need to know the Argentine Order of Battle in the South Atlantic, made the British government to set its eyes in Chile. On April 4 th 1982, an English officer, Wing Commander Sydney Edwards, met with the Chilean Air Force Commander in Chief General Fernando Matthei Aubel, carrying a letter from Sir David Grant, Chief of Staff of the Royal Air Force requesting support and giving full freedom to negotiate and coordinate joint tasks.

Thus began a new face in Anglo-Chilean relation, which had deteriorated after the events of 1978. With the negotiations for Intel, comes the authorization for the "sale" of eight Hunter aircraft as well as three Canberra PR.9. On April 20 th 1982, the eight Hunters were flown from RAF Brawdy to RAF Abingdon, receiving a coat of paint and markings of the Chilean Air Force. Between April 24 th and May 22nd the aircraft were transported on Boeing 747 freighters of "Flying Tiger Airliners", delivered at Cerro Moreno airbase, Antofagasta.

A third and final delivery took place in January 1983, which completed the delivery of 12 Hunter FGA.Mk.9 and 2 T.Mk.67 aircraft. Along with the arrival of the aircraft, a group of RAF pilots were commissioned in Chile as "instructors" who worked on the integration of the new aircraft. One of these pilots, Flight Lieutenant Richard Thomas, was killed when his aircraft crashed on February 14 th 1983 (Hunter No. 737). T.67 aircraft were numbered 741 and 742, while FGA.Mk.9 aircraft were numbered in the 743 to 754 range, mostly being used as a source of spare parts and only two aircraft being selected to receive the Aguila upgrade Program.

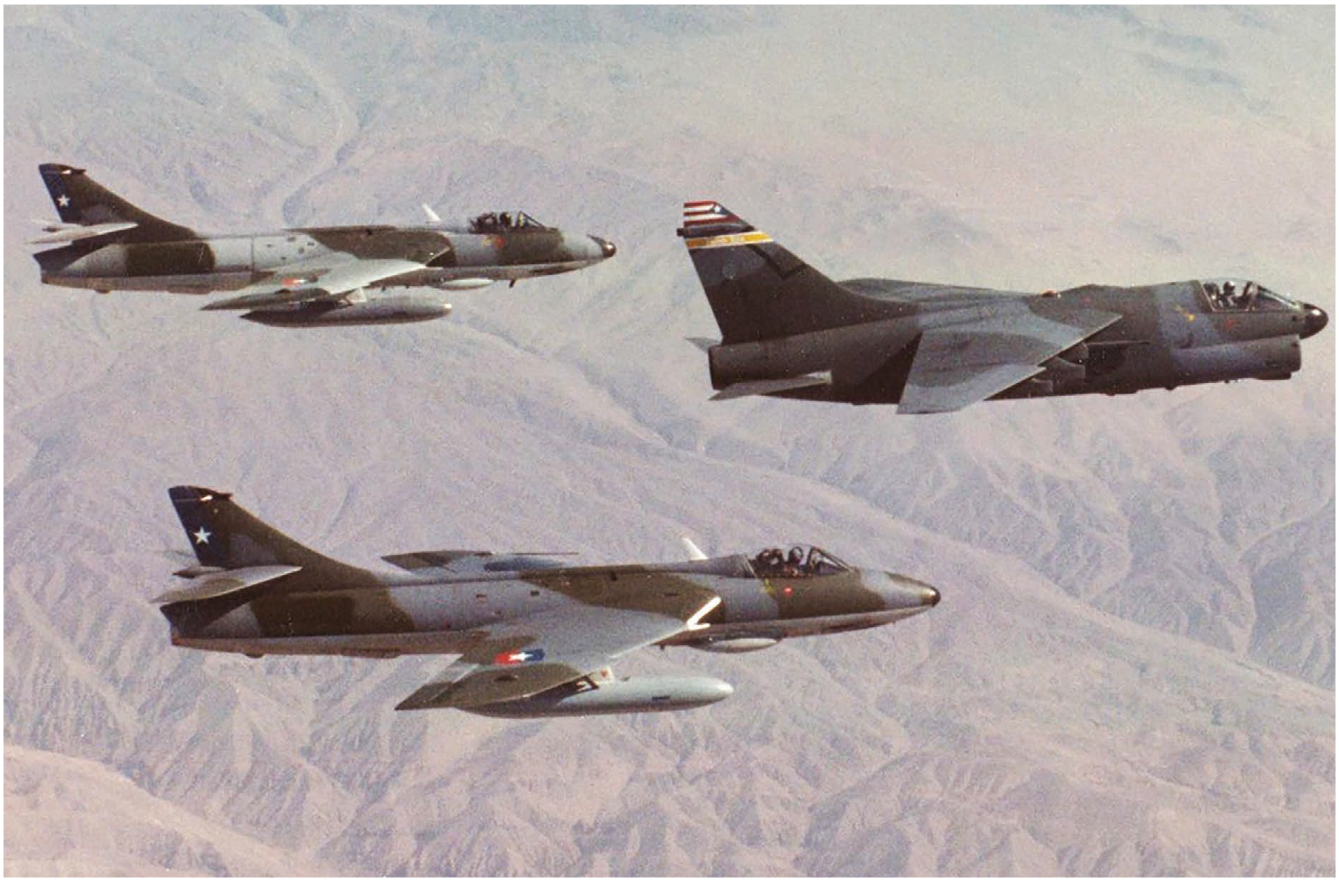
Lieutenant Manuel Quiñones Sigala, pilot from Aviation Group No. 8, posing next to Hunter FGA.Mk.9 No. 744, former RAF XE546. The plane uses a nose cone belonging to another aircraft, 1983. (Rino Poletti collection)

Last days of the Hunter

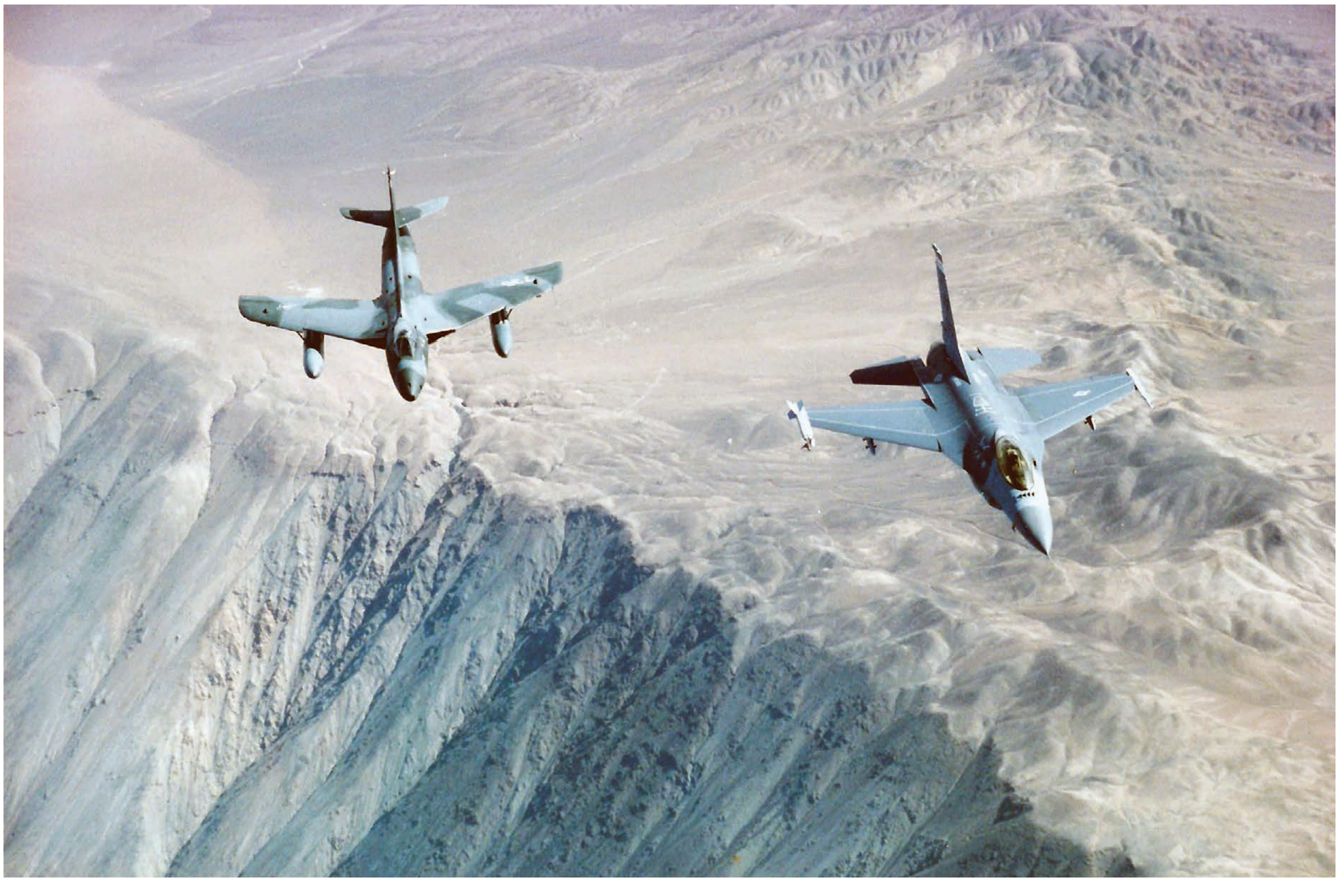
The curtain-call for Group No. 8's Hunters came in late 1994. At that time there were about 8 operational aircraft. Its replacement was in sight, in the form of the Mirage Elkan. More than 27 years had passed and several generations of fighter pilots had been trained, facing many challenges and difficulties in fulfilling the Chilean Air Force Mission. Sixteen pilots and three mechanics paid the highest price and gave their lives operating this aircraft.

The Hunter fleet was deactivated in January 1995 and replaced by the Elkan. However, the aircraft that were still in flying condition were transferred to Santiago and operated with Aviation Group No. 10 at Los Cerrillos Air Base. Between January and April, pilots who had started Hunter operations back in 1967 were assembled and received a refreshment course to participate in the Hunter farewell.

On April 19th 1995, Hunters No. 718, 734, 735 and 736 were readied. General Jaime Estay Viveros took control of one of the aircraft, becoming one of the last Chilean pilots to fly a Hunter in Chile and thus closing a nearly 28-year chapter, having been the first Chilean Air Force pilot to fly a Hunter in the Chilean skies on December 11th 1967.



Hunters F.Mk.71 740 and 702 from Aviation Group No. 8 flying in formation with an A-7D Corsair II from Puerto Rico Air National Guard during exercise "Condor II" that took place from August 11 th through 18 th, 1991. In spite of censored markings, both Hunters were identified. (FACh)



Hunter FR.Mk.71A No. 735 from Aviation Group No. 8 flying in formation with an F-16A from Puerto Rico Air National Guard during exercise "Condor III" that took place from November 5th through 13th, 1994. This was the last exercise in which Chilean Hunters participated before being decommissioned. (FACh)

The pilots who made the last flight of the Hunters on 19/04/1995: General Ramón Vega H. (RIP), General Fernando Rojas V., General Jaime Estay V., General Enrique Montealegre J., General Florencio Dublé P. and Group Commander Patricio Saavedra (RIP). (Patrick Laureau)

Commander in Chief of the FACh, General Ramón Vega H. during the Hunter Farewell, flying the FR.Mk.71A No. 734. (Patrick Laureau)

Details of the Hunter fleet

#	ID	Model	c/n	Start Service	End Service	Final Destination
1	J-700	F.Mk.71	8949	21-09-1967	05-04-1977	Ex F.Mk.6 FAB (IF-141), crashed on 07/09/1970, decommissioned on 05/04/1977. Parts to X-001 (740).
2	J-701	F.Mk.71	8876	23-10-1967	10-05-1972	Ex F.Mk.6 FAB (IF-106), crashed on 19/05/1972, Lieutenant Renato Palma M. died.
3	J-702/702	F.Mk.71	8879	01-11-1967	00-12-1994	Ex F.Mk.6 FAB (IF-108), withdraw from service in December 1994. Monument at El Bosque Air Base.
4	J-703/703	F.Mk.71	8789	22-11-1967	00-12-1994	Ex F.Mk.6 FAB (IF-44), withdraw from service in December 1994.
5	J-704/704	F.Mk.71	8818	12-12-1967	12-02-1983	Ex F.Mk.6 RFAN (N-210), crashed on 17/02/1983, Lieutenant Javier Recassens Searle died.
6	J-705	F.Mk.71	8841	15-12-1967	12-07-1972	Ex F.Mk.6 RFAN (N-220), crashed on 12/07/1972, Captain Marcos Meirelles Guizman ejected.
7	J-706	F.Mk.71	8961	07-02-1968	13-07-1970	Ex F.Mk.6 RFAN (N-276), crashed on 13/07/1970, Captain Luis Corsi Ceroni died.
8	J-707	F.Mk.71	8938	24-01-1968	05-04-1977	Ex F.Mk.6 RFAN (N-262), crashed on 19/02/1971, decommissioned on 05/04/1977. Wings to X-001 (740).
9	J-708/708	F.Mk.71	8788	21-02-1968	17-07-1994	Ex F.Mk.6 RFAN (N-201), crashed on 17/07/1994, Captain Patricio Schnettler Dorner died.
10	J-709-709	F.Mk.71	8945	27-02-1968	23-07-1983	Ex F.Mk.6 RFAN (N-266), crash landing on 23/07/1983, withdrawn from service.
11	J-710	F.Mk.71	8952	28-03-1968	12-01-1981	Ex F.Mk.6 RFAN (N-270), crashed on 28/01/1981, Lieutenant Pedro Araya Lindermann died.
12	J-711	F.Mk.71	8962	09-04-1968	23-04-1976	Ex F.Mk.6 RFAN (N-277) , crashed on 23/04/1976, Captain Sergio Poblete Galzadet died.
13	J-712/712	F.Mk.71	8871	24-04-1968	00-00-1988	Ex F.Mk.6 RFAN (N-232), withdraw from service in December 1994. Monument at Specialist School.
14	J-713	F.Mk.71	8955	21-05-1968	04-07-1974	Ex F.Mk.6 RFAN (N-273), crashed on 04/07/1974, withdrawn from service.
15	J-714	F.Mk.71	41H-680044	19-06-1968	19-02-1974	Ex F.Mk.6 RAF (XG232), crashed on 19/02/1974, Lieutenant Roberto Urrutiaguer Vallejos died.
16	J-715/715	FR.Mk.71A	41H-680150	15-07-1968	17-02-1992	Ex F.Mk.6 RAF (XK148), crashed on 17/02/1992, Commander Ricardo Sepúlveda Urzúa died.
17	J-716	FR.Mk.71A	S4/U/3330	01-08-1968	24-01-1973	Ex F.Mk.6 RAF (XF453), crashed on 24/01/1973, Captain Ettore Rossi Zerega ejected unharmed.
18	J-717/717	FR.Mk.71A	41H-688092	24-09-1968	08-03-1985	Ex F.Mk.6 RAF (XJ717), crashed on 08/03/1985, Captain Marcos González Vasallo ejected unharmed.
19	J-718/718	T.Mk.72	8763	27-06-1967	00-00-1996	Ex F.Mk.6 FAB (IF-19), withdraw from service in 1995. Preserved at the Chilean Aeronautics Museum.
20	J-719	T.Mk.72	8856	27-11-1967	13-07-1970	Ex F.Mk.6 FAB (N-224), crashed, Commander Julio Frías F. and Captain Rudy Epensberger B. died.
21	J-720	T.Mk.72	8798	02-01-1968	14-08-1981	Ex F.Mk.6 FAB (N-202), crashed on 14/08/1981, Lieutenant Luis Elorza Godoy died.
22	J-721	T.Mk.72		19-05-1971	26-03-1980	Ex T.Mk.7 RAF (XJ627), crashed, Commander César Guevara F. and Brazilian Colonel P. Fleury C. died.
23	J-722/722	F.Mk.71	41H/688088	19-05-1971	00-12-1994	Ex F.Mk.6 RAF (XJ713), withdrawn from service in December 1994.
24	J-723/723	F.Mk.71	S4/U/3324	31-12-1970	19-12-1989	Ex F.Mk.6 RAF (XF447), crashed on 19/12/1989, withdrawn from service.
25	J-724/724	F.Mk.71	41H/680024	18-02-1971	00-12-1994	Ex F.Mk.6 RAF (XG199), withdrawn from service in December 1994.
26	J-725/725	F.Mk.71	S4/U/3358	24-03-1971	09-04-1987	Ex F.Mk.6 RAF (XF512), crashed on 09/04/1987, withdrawn from service.
27	J-726/726	F.Mk.71	41H/679936	04-05-1971	00-00-1987	Ex F.Mk.6 RAF (XE561), withdrawn from service in 1987.
28	J-727/727	F.Mk.71	41H/679932	03-06-1971	00-00-1995	Ex F.Mk.6 RAF (XE557), withdrawn from service in 1995.
29	J-728/728	F.Mk.71	41H/679988	07-07-1971	23-03-1985	Ex F.Mk.6 RAF (XE644), crashed on 23/03/1985, Captain Duncan Silva Donoso ejected unharmed.
30	J-729/729	F.Mk.71	41H/679983	22-07-1971	00-00-1994	Ex F.Mk.6 RAF (XE625), withdrawn from service in 1994.
31	J-730	F.Mk.71	41H/679938	02-04-1971	19-02-1974	Ex F.Mk.6 RAF (XE580), crashed on 19/02/1974, Lieutenant Joaquín Berríos Carrasola died.
32	J-731/731	F.Mk.71	41H/670744	03-09-1973	00-00-1987	Ex F.Mk.4 RAF (WT801), withdrawn from service in 1987, monument at Specialist School.
33	J-732/732	F.Mk.71	HABL-003084	07-09-1973	00-00-1994	Ex F.Mk.4 RAF (XF323), withdrawn from service in 1994.
34	J-733/733	F.Mk.71	HABL-003063	15-02-1974	00-00-1994	Ex F.Mk.4 RAF (XF302), transferred in Atlantes Operation, withdrawn from service in 1994.
35	J-734/734	FR.Mk.71A	HABL-003078	11-01-1974	00-00-1995	Ex F.Mk.4 RAF (XF317), transferred in Atlantes Operation, withdrawn from service in 1995.
36	J-735/735	FR.Mk.71A	41H/670800	11-01-1974	00-00-1995	Ex F.Mk.4 RAF (WV326), transferred in Atlantes Operation, withdrawn from service in 1995.
37	J-736/736	T.Mk.72	HABL-003035	15-02-1974	00-00-1995	Ex F.Mk.4 RAF (XE704), transferred in Atlantes Operation, withdrawn from service in 1995.
38	J-737/737	F.Mk.71		11-01-1974	14-03-1983	Ex F.Mk.4 RAF (WW653), transferred in Atlantes Operation, crashed, RAF Flt. Lt. Richard Thomas died.
39	J-738	FR.Mk.71A	HABL-003137	15-02-1974	10-03-1981	Ex F.Mk.4 RAF (XF982), transferred in Atlantes Operation, crashed, Lieutenant Alexis Núñez P. died.
40	X-001/740	F.Mk.71	8949/ 8938	00-00-1980	00-00-1991	Built with parts from ex F.Mk.6 FAB (IF-108) / ex F.Mk.6 RFAN (N-262), withdrawn from service in 1991.
41	741	T.Mk.67	8803	00-01-1983	00-00-1994	Ex F.Mk.6 FAB (IF-56), withdrawn from service in 1994.
42	742	T.Mk.67	8970	00-01-1983	00-00-1990	Ex F.Mk.6 RFAN (N-282), withdrawn from service in 1990.
43	743	FGA.Mk.9	S4/U/3318	24-04-1982	01-04-1983	Ex FGA.Mk.9 RAF (XF442), crashed on 01/04/1983, pilot ejected, seriously injured.
44	744	FGA.Mk.9	41H/679921	24-04-1982	04-11-1989	Ex FGA.Mk.9 RAF (XE546), withdrawn from service on 04/11/1989, donated to Aeronautics Museum.
45	745	FGA.Mk.9	41H-679940	24-04-1982	09-04-1987	Ex FGA.Mk.9 RAF (XE582), crashed on 09/04/1987, withdrawn from service.
46	746	FGA.Mk.9	41H-688077	24-04-1982	00-00-1990	Ex FGA.Mk.9 RAF (XJ686), withdrawn from service in 1990.
47	747	FGA.Mk.9	S4/U/3276	24-04-1982	04-11-1989	Ex FGA.Mk.9 RAF (XF376), withdrawn from service on 04/11/1989, donated to Israel.
48	748	FGA.Mk.9	41H/688078	24-04-1982	04-11-1989	Ex FGA.Mk.9 RAF (XJ687), withdrawn from service on 04/11/1989, donated to Aeronautics Museum.
49	749	FGA.Mk.9	41H/688139	24-04-1982	00-00-1983	Ex FGA.Mk.9 RAF (XK137), withdrawn from service in 1983, spare parts. Monument at Cerro Moreno A.B.
50	750	FGA.Mk.9	41H/688140	24-04-1982	04-11-1989	Ex FGA.Mk.9 RAF (XK138), withdrawn from service on 04/11/1989, donated to Aeronautics Museum.
51	751	FGA.Mk.9	S4/U/3322	00-01-1983	00-00-1989	Ex FGA.Mk.9 RAF (XF445), withdrawn from service in 1989, spare parts.
52	752	FGA.Mk.9	41H/680078	00-01-1983	00-00-1989	Ex FGA.Mk.9 RAF (XG291), withdrawn from service in 1989, monument at Mejillones until 2019.
53	753	FGA.Mk.9	41H/688079	00-01-1983	00-00-1983	Ex FGA.Mk.9 RAF (XJ688), withdrawn from service in 1983, spare parts.
54	754	FGA.Mk.9	41H-688143	00-01-1983	00-00-1983	Ex FGA.Mk.9 RAF (XK141), withdrawn from service in 1983, spare parts.

Modernization of the Hunter

The Águila, Caiquén and Eclipse Programs

Amongst the operational developments of the Hunters with 1st Air Brigade in the early 1980s and under the pressure of a possible war with Argentina, the first attempts to provide electronic countermeasures to these aircraft was envisaged, with the implementation of very rudimentary devices, but which empirically proved satisfactory in deceiving the signal of Air surveillance radars. The "indigenous chaff" consisted of metal sheets cut with the measurements calculated for the wavelength of the radars to interfere. They were paper wrapped and arranged in the space that was left open between the speed brake and the fuselage of the Hawker Hunter. Several tests were performed with satisfactory results. These devices were also tested on the Cessna A-37Bs, with similar results.

In the early 1980s, the Electronics Department of the Chilean Air Force Research Directorate began developing various electronic devices to add new capabilities to the FACh combat fleet. As a fact, new sensors and antennas appear on the Hunters of the Aviation Group No. 8 in the tail section, incorporating decoy launchers and other devices for "jamming" purposes. Furthermore, during 1983, the integration of the Rafael Shafrir II missile began to be standardized in almost all of the Hunters available, application that during 1977, was carried out on a limited number of aircraft by the Maintenance Wing (6 aircraft).

Also, there was a requirement for a Radar Warning Receiver and Flare Systems that the Kennedy Amendment prevents from buying. Thus began the development of the Caiquén I and Caiquén II and the Eclipse systems, as such, the bases of the Águila (Eagle Project) modernization program.

Caiquén was the development intended to warn pilots from emitting enemy radars, being able to identify the source of the emission whether from a Surveillance, Fire Control or acquisition radar both ground or air. The system had a weight not in excess of 10 kg with coverage of 360° in azimuth and +/- 40° in elevation.

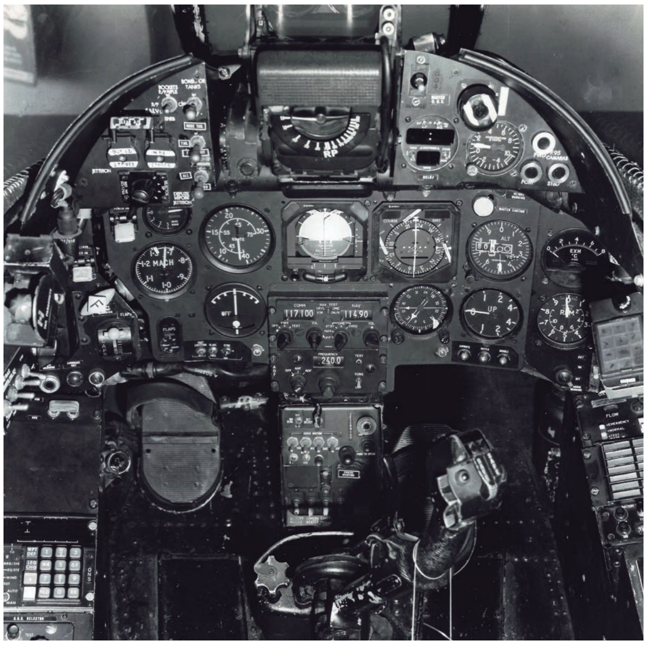
On the other hand, Eclipse consisted of a passive self-defense system intended to disrupt active radars or Infra-Red missiles, with MJU-7/B (Flares) and/or RR-170 (Chaffs) aluminum fibers for these purposes. Both Caiquén and Eclipse interacted together, automatically or manually.

The Eagle project improved the Hunter's avionics, standardized the cockpits of the available aircraft, solving the differences between factory purchased aircraft batches (H2516 and H2575 for F.Mk.71, H2517 for FR.Mk.71A, H2518 and H2577 for T.Mk.72 plus FGA.Mk.9 and T.Mk.67) and introduced new communications equipment and the Radar Warning Receiver Caiquén. Amongst the mentioned modifications, new communication and navigation equipment, alarm system, replacement of all electrical wiring and a new ignition motor system were also included. The aircraft subject to these modifications were as follows:

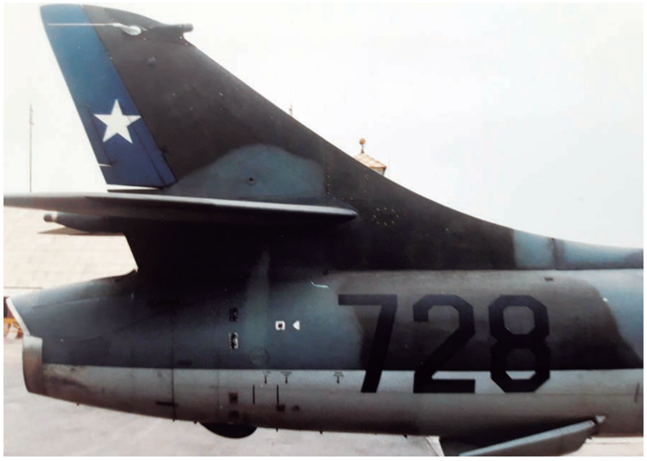
F.Mk.71	FR.Mk.71A	T.Mk.72	FGA.Mk.9
702	715	718	743
703	734	736	745
704 *	735		
708			
712			
722			
724			
726			
727			
728			
729			
732			
740			

(*) Initially considered, but crashed on 02-12-1983.

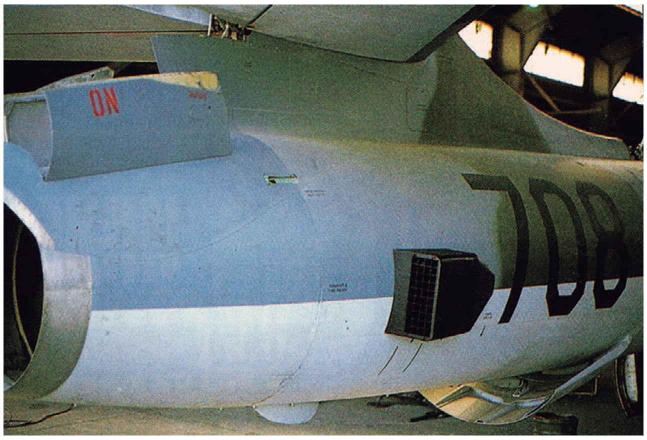
It should be noted that, while the objective was to modernize the entire fleet, the program was implemented to aircraft that had the most flight available hours in their frames and the hours flown by the previous operators were also taken in consideration. The trainer aircrafts that were selected did not receive the RWR system, which can be verified by the absence of their characteristic antennas.



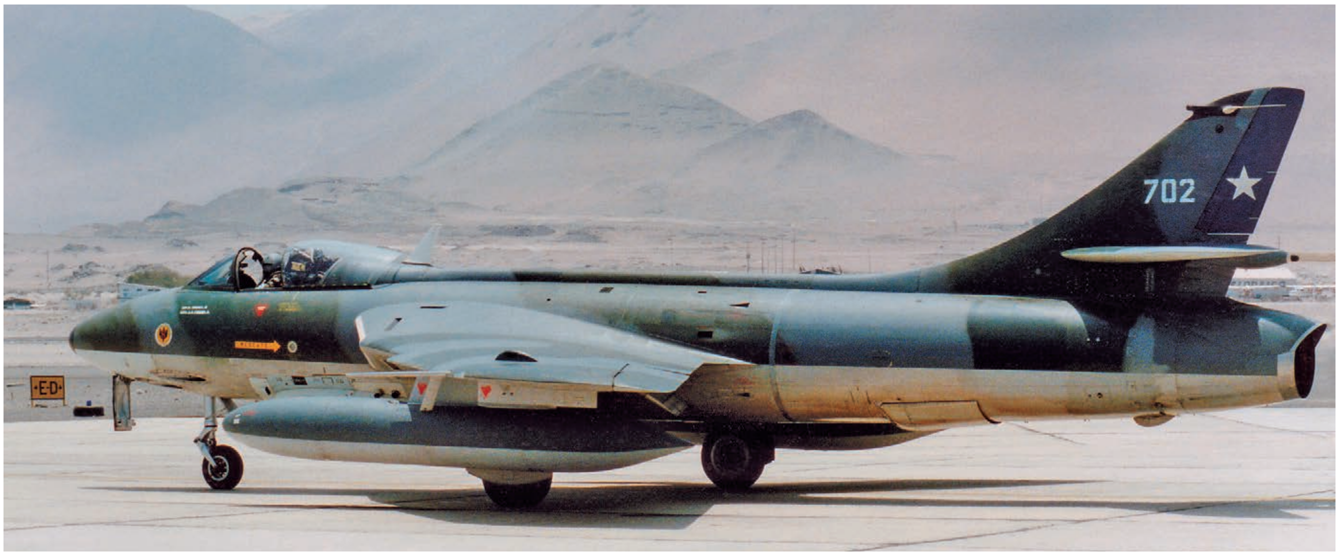
The Hunter FR.Mk.71A Eagle's new cockpit layout was a relief for pilots who had to deal with at least three types of cockpits, not considering those of the trainers. (Rino Poletti collection)



Hunter F.Mk.71 No. 728, shows the details of the antennas of the RWR Caiquén system and the fasteners of the Eclipse system, modifications of the Eagle project. (Rino Poletti collection)



The Eclipse system dispenser with MJU-7B flare launcher and RR-170 chaff launcher placed on the left side of the Hunter F.Mk.71 No. 708 fuselage. (Rino Poletti collection)



Hunter F.Mk.71 No. 702 from Aviation Group No. 8, operating at Los Condores Air Base, with its Eagle configuration, which can be seen by the Antenna of the Caiquén system in the empennage and the pins of the Eclipse system in the exhaust nozzle. It deploys the final paint scheme applied to the fleet, with the white numeral in stencil on either side of the vertical stabilizer. (Alessandro Bocca collection)

Service Log

Belgium and Netherlands origin

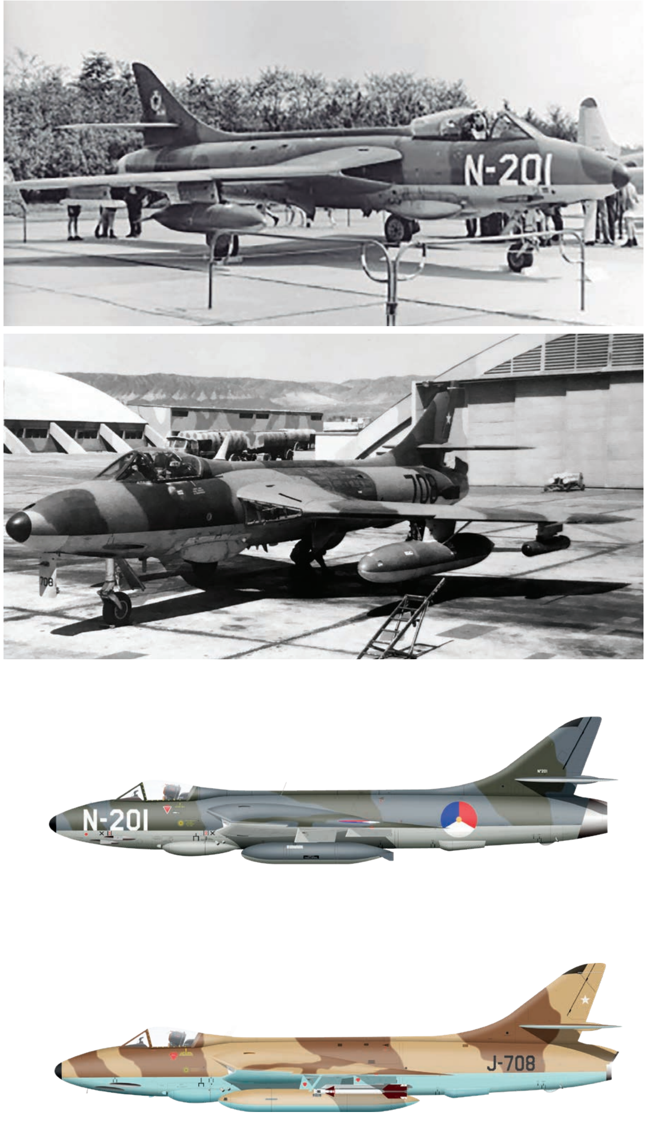
This chapter gives in depth detail of the service log of Hunters from Belgium and the Netherlands since most of them were part of the first batch delivered to Chilean Air Force by HSA. Hunters T.Mk.67 from the last batch is also included and the intriguing story of the only Hunter “made in Chile” is described.

This monograph is the prelude of a more ambitious project intended for next year as the ultimate book about Hunters in service with the Chilean Air Force and a comprehensive description of those from RAF origin. Although in this first publication every Hunter log is mentioned in a brief but broad story of the entire fleet.

Most of the information on Belgium, the Netherlands and RAF Hunter service is based on available records from different books, Internet web sites and blogs that are credited in the bibliography.

The Chilean service information was definitely the hardest to compile and validate. Previous investigations made by local investigators served as a base, albeit with incomplete or wrong information. For instance, the decommissioned dates and flying hours in some cases were not possible to complete. Records do exists but are not available for quick consulting. It was a long voyage before reaching the port.

In order to highlight the story of each Hunter, most of the liveries sported in the different air forces are detailed in high quality digital illustrations, but it was not possible to include all the variants of every squadron.



Evolution of Hunter F.Mk.6 No. N-201 from Royal Netherlands Air Force to F.Mk.71 No. J-704 from Chilean Air Force, in photographs and paint schemes. **KLu/Rino Poletti B. Collection/Julio Arróspide R.**

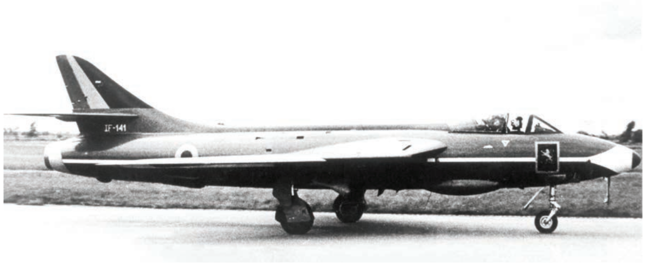
J-700

141
F 106
141

Service in the Belgian Air Force

This Hunter was built by the Netherlander company Fokker in October 1956 as Model F.Mk.6, c/n 8949 and was delivered to the Belgian Air Force on 14 October 1958 with No. IF-141, being assigned to the 7 Fighter Wing at the Chièvres Air Base. In 1960 it was chosen to integrate the Acrobatic Squadron "Red Devils", using a bright red color on its entire surface and with the colors of the Belgian flag on the lower surface of the wings. On July 17th 1963 it was withdrawn from service, having accumulated a total of 642:05 flight hours and was subsequently preserved at Koksijde Air Base. Hawker Siddeley purchased it on October 23th 1964 as G-9-103, then modified to the F.Mk.71 standard for sale to the Chilean Air Force with the J-700 serial. It was delivered to the FACh on September 21th 1967.

Hunter F.Mk.6 No. IF-141, belonging to the acrobatic team "Red Devils" of the Belgian Air Force, during a presentation, No. 2 in the formation. (Aerobaticteams.net)



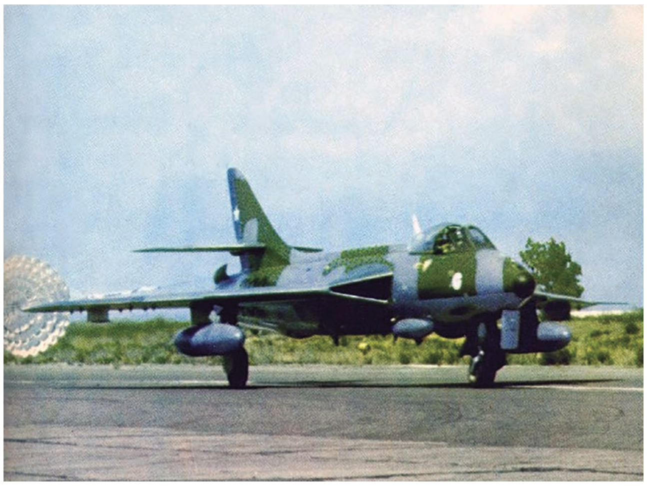
Belgian Air Force Hunter F.Mk.6 No. IF-141 in colors of Red Devil aerobatic team. (Daniel Brackx collection)

Service in the Chilean Air Force

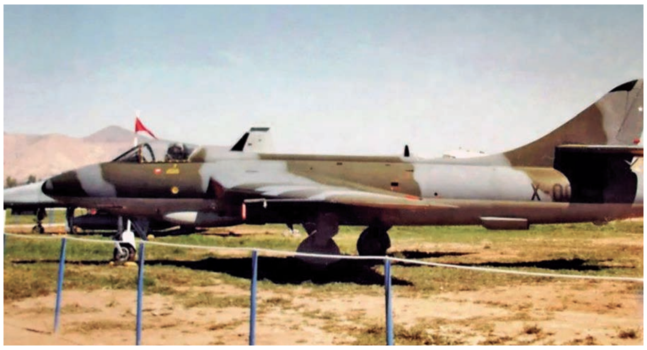
In mid-February 1968 its assembly was completed and it was assigned to Aviation Group No. 7, starting its operation alongside the F.Mk.71 J-701, J-702 and J-703 aircraft and the J-718 and J-719 two-seater aircraft. It participated that year in the formation of 16 Hunter aircraft at the Military Parade fly-past, which was unfortunately tainted by the crash of the T-33A No. J-319, which claimed the life of the co-pilot and four civilians.

On September 7th 1970, after a training mission, the pilot declared an emergency by failing to deploy the landing gear. The aircraft crash landed on the auxiliary drop tanks and its pilot was uninjured. However, the aircraft suffered structural deformations, and was withdrawn from service. Together with aircraft J-707, which crashed in the same conditions on February 19 th 1971, they were scheduled for recovery. However, the lack of replacement components and appropriate tools prevented their recovery in the medium term time frame.

After 1973, the situation worsened with the British moratorium on the Chilean Hunter fleet. Finally, examples J-700 and J-707 are written off on April 5th 1977 by Logistics Command resolution No. 107/661/24-150/S. This ruling determined that its fuselage would be kept for the testing of Avon 207 engines, while the rest of its components were scraped. Subsequently, its fuselage and the wings of aircraft J-707 allowed the Maintenance Wing (later ENAER) to assemble an F.Mk.71 aircraft, under the so called "Project X-001" program, which was the testing bed for the "Eagle" modification, which incorporated improvements in avionics and electronic countermeasures, developed locally, starting in 1980. It was later re-designated as No. 740 and in 1987 was assigned to Aviation Group No. 8, where it operated until the end of its days, in the early 1990s.

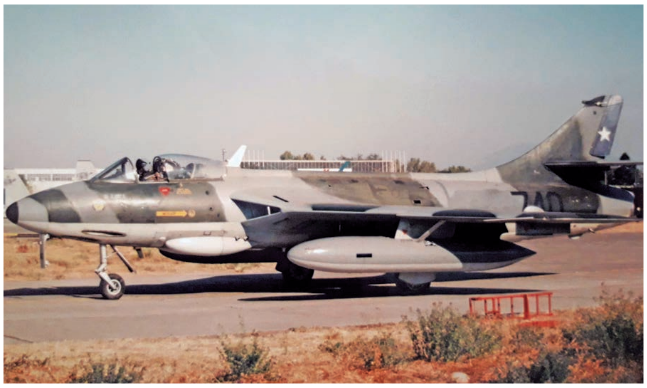


Hunter F.Mk.71 No. J-700 from Aviation Group No. 7, landing at Los Cerrillos Air Base. (FACh)



Hunter F.Mk.71 No.X-001, prototype of the Eagle project, on display at FIDA 1980. (Rino Poletti collection)

Hunter F.Mk.71 No. 740 from Aviation Group No. 8, during FIDA 1988. (Via Anselmo Aguilar)

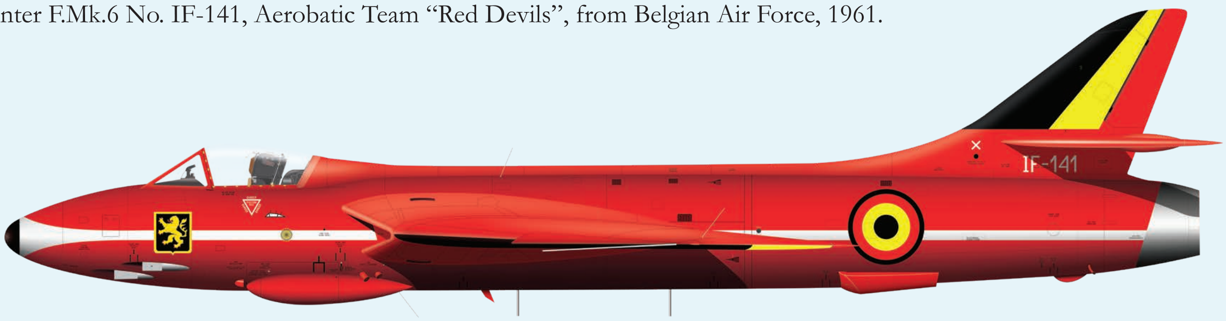


Hunter F.Mk.71 No. 740 from Aviation Group No. 8, taxiing at El Bosque Air Base. (Claudio Cáceres)

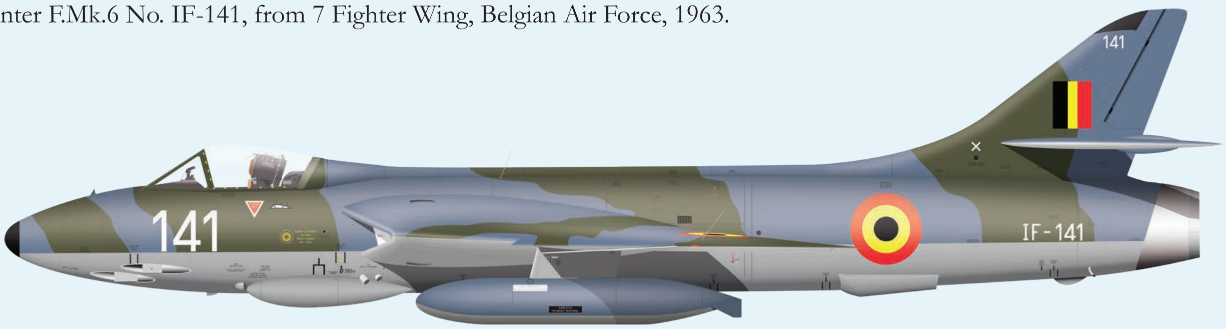
Service Log

Date	Organization	Model	ID	Details
00-00-1956	Fokker	F.Mk.6		Built.
14-10-1958	BAF	F.Mk.6	IF-141	Delivered to the 7 Fighter Wing.
00-00-1960	BAF	F.Mk.6	IF-141	Assigned to the Aerobatic Team "Red Devils".
17-07-1963	BAF	F.Mk.6	IF-141	Withdraw from service with 642:05 flight hours.
00-00-1963	BAF	F.Mk.6	IF-141	Stored at Koksijde Air Base.
23-10-1964	HSA	F.Mk.6	G-9-103	Purchased for FGA.Mk.9 upgrade.
21-09-1967	HSA	F.Mk.71	J-700	Delivered to the Chilean Air Force.
00-02-1968	FACh	F.Mk.71	J-700	Assembled and assigned to Aviation Group No. 7.
07-09-1970	FACh	F.Mk.71	J-700	Crash landing in 7 September 1970.
05-04-1977	FACh	F.Mk.71	J-700	Withdrawn from service recording 270.0 flight hours.
00-00-1979	FACh	F.Mk.71	X-001	Built Hunter F.Mk.71, Maintenance Wing.
00-03-1980	FACh	F.Mk.71	X-001	On display in FIDA 1980.
00-00-1980	FACh	F.Mk.71	X-001	Prototype for "Águila" Program.
00-00-1987	FACh	F.Mk.71	740	Assigned to Aviation Group No. 8.
00-03-1988	FACh	F.Mk.71	740	Participates in FIDA 1988.
00-05-1988	FACh	F.Mk.71	740	Mid-air Collision. Recovered.
00-00-1991	FACh	F.Mk.71	740	Withdrawn from service. Alienated.

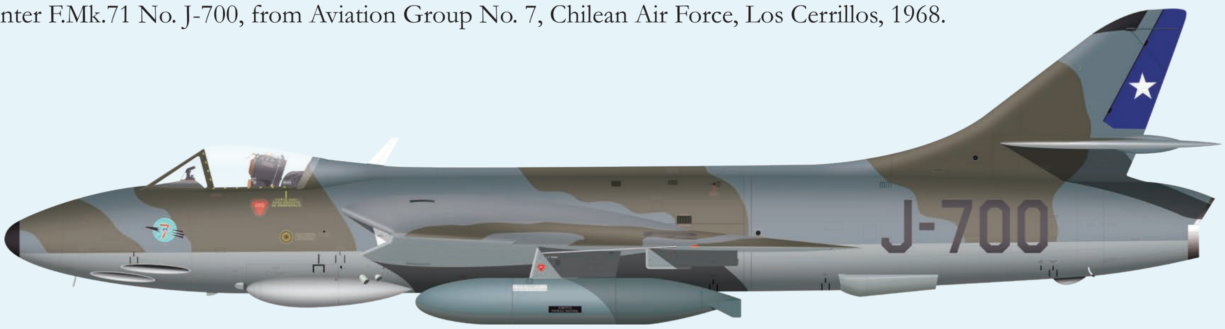
Hunter F.Mk.6 No. IF-141, Aerobatic Team "Red Devils", from Belgian Air Force, 1961.



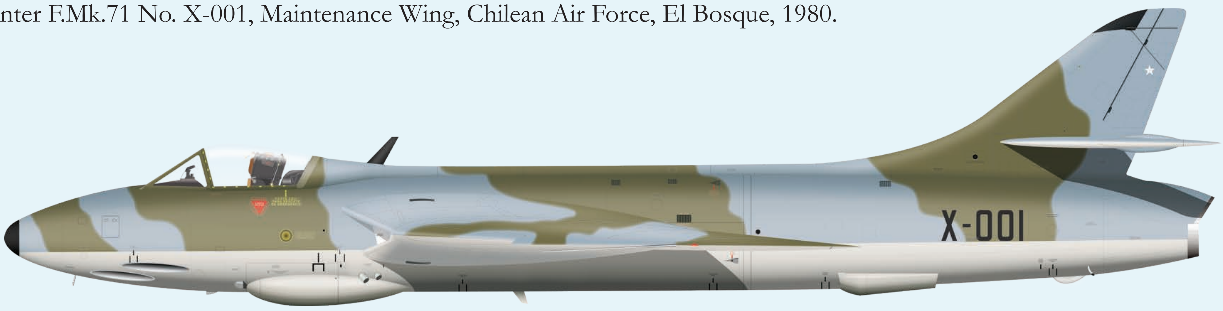
Hunter F.Mk.6 No. IF-141, from 7 Fighter Wing, Belgian Air Force, 1963.



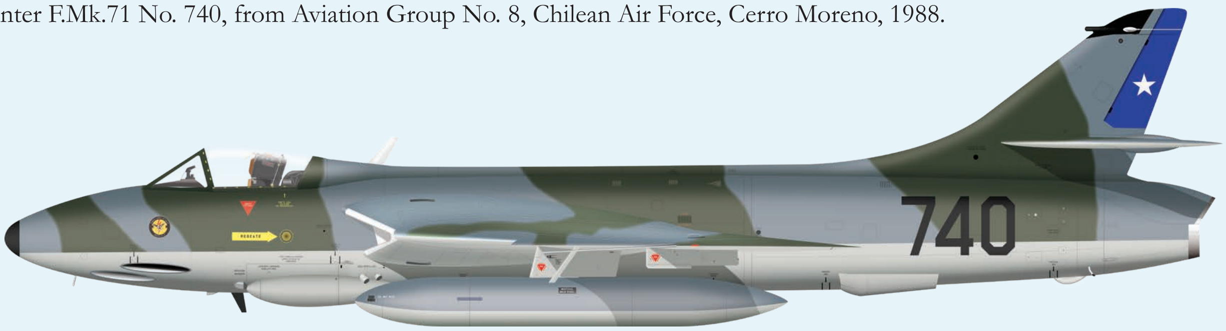
Hunter F.Mk.71 No. J-700, from Aviation Group No. 7, Chilean Air Force, Los Cerrillos, 1968.



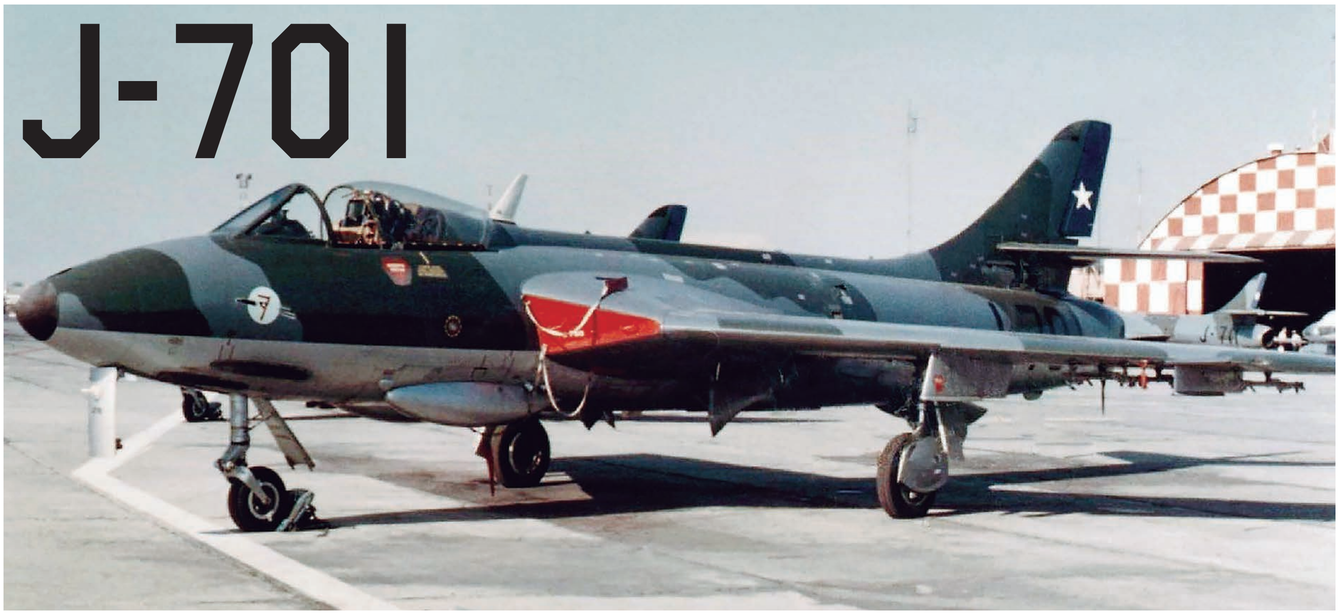
Hunter F.Mk.71 No. X-001, Maintenance Wing, Chilean Air Force, El Bosque, 1980.



Hunter F.Mk.71 No. 740, from Aviation Group No. 8, Chilean Air Force, Cerro Moreno, 1988.



J-701



Service in the Belgian Air Force

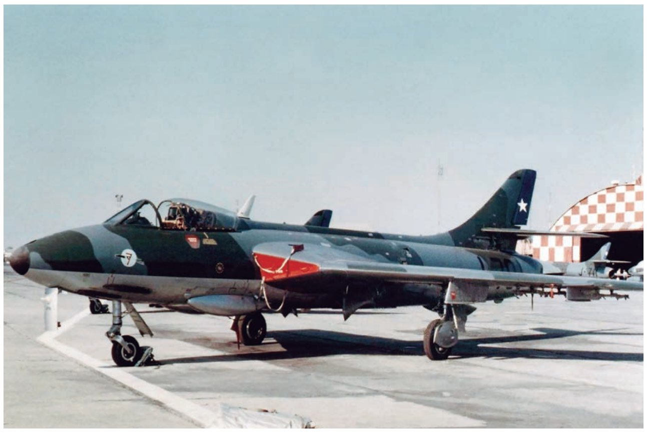
This Hunter was built in 1958 by the Belgian factory SABCA as model F.Mk.6, with the c/n 8876, manufacturers number AF.Mk.68. It was delivered to the Belgian Air Force with the serial IF-106 on 05/08/1958. On August 7th of that same year it was assigned to the 7 Fighter Wing at Chièvres Air Base. In mid-1959 it was sent to SABCA for further inspection. On 08/03/1960 it is again assigned to the 7 Fighter Wing. On 12/05/1960 it crashes (Category 2), but recovered. During 1961 it was temporarily stored at Koksijde Air Base, to be assigned to the 7 Fighter Wing again that year. On 08/05/1963, it is again stored at Koksijde Air Base, before being withdrawn from service with 600:15 flight hours. On 12/11/1964, it is purchased by HSA with the registration G-9-104, to be converted into model F.Mk.71. On October 23th 1967, it was delivered to the Chilean Air Force registered as J-701.

Hunter F.Mk.6 No. IF-106, stored at Koksijde Air Base. In 1964 it was purchased by HSA to be sold to the FACh as a Model F.Mk.71, registered as J-701. (André Van Haute collection)

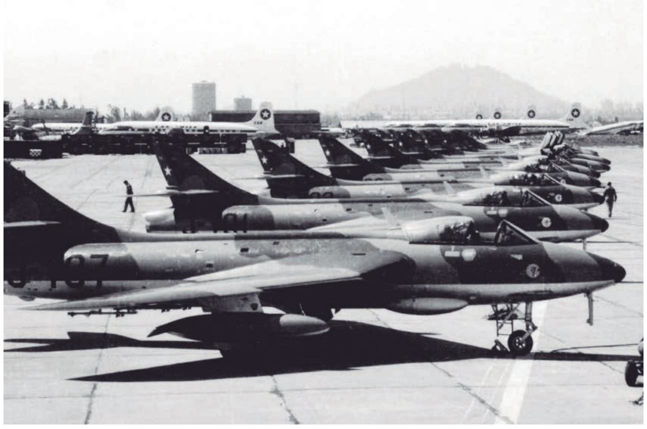
Hunter F.Mk.6 No. IF-106, stored at Koksijde Air Base. In 1964 it was purchased by HSA and sold to the Chilean Air Force as J-701. (André Van Haute collection)

Service in the Chilean Air Force

Service in the Chilean Air Force In mid-February 1968 its assembly was completed and it was assigned to Aviation Group No. 7, starting its operation alongside examples F.Mk.71 J-700, J-702 and J-703 and the two-seater aircrafts J-718 and J-719. That year it participates in the 16 Hunter aircraft formation fly-past over the Military Parade, which was saddened by the crash of T-33A No. J-319, which claimed the life of the co-pilot and four civilians. This aircraft remained in Group No. 7 inventory until May 1970, when a significant number of aircrafts were transferred to Aviation Group No. 9. On May 19th 1972, while conducting a training mission near the Colina shooting range, it crashed under the command of Lieutenant Renato Palma Monje, who unfortunately failed to eject properly. The aircraft was completely destroyed, hence written off.



Hunter F.Mk.71 No. J-701 from Aviation Group No. 7 at the beginning of its operation in the late 1970s. SURA rocket in hard points are observed under the wing. (Mario Schmitz)

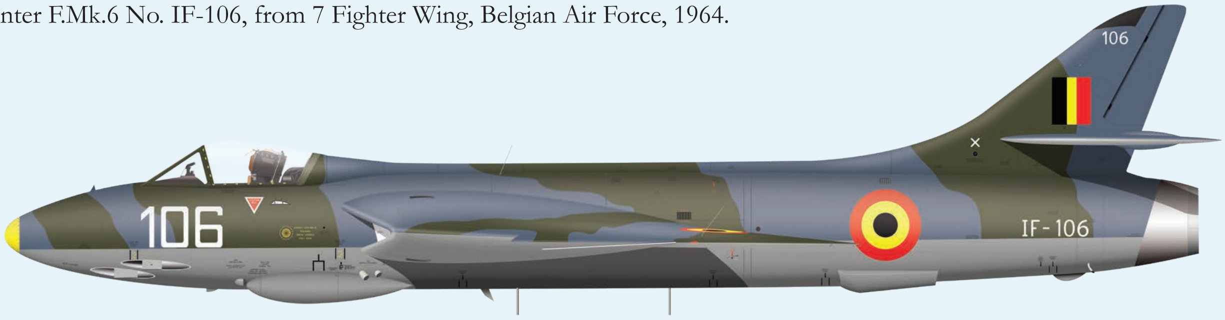


Hunter F.Mk.71 No. J-701 at the Aviation Group No. 7 flight line at Los Cerrillos Air Base. Group No. 7 shared some facilities with LAN Chile airline, some DC-6B aircraft can be seen. (FACh)

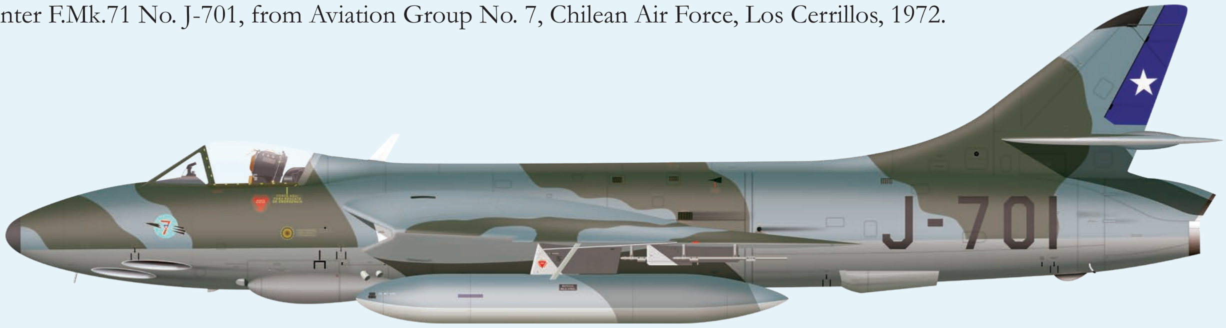
Service Log

Date	Organization	Model	ID	Details
00-00-1958	SABCA	F.Mk.6	AF.Mk.68	Built.
05-08-1958	SABCA	F.Mk.6	IF-106	Delivered to the Belgian Air Force.
07-08-1958	BAF	F.Mk.6	IF-106	Assigned to the 7 Fighter Wing, Chièvres Air Base.
10-07-1959	BAF	F.Mk.6	IF-106	Sent to SABCA for major inspection.
08-03-1960	BAF	F.Mk.6	IF-106	Assigned to the 7 Fighter Wing, Chièvres Air Base.
12-05-1960	BAF	F.Mk.6	IF-106	Crashed (Category 2 accident).
05-04-1961	BAF	F.Mk.6	IF-106	Stored at Koksijde Air Base.
00-00-1961	BAF	F.Mk.6	IF-106	Assigned to the 7 Fighter Wing, Chièvres Air Base.
08-05-1963	BAF	F.Mk.6	IF-106	Stored at Koksijde Air Base.
00-05-1963	BAF	F.Mk.6	IF-106	Withdrawn from service, logging 600.15 flight hours.
12-11-1964	HSA	F.Mk.6	G-9-104	Purchased for FGA.Mk.9 upgrade.
23-10-1967	HSA	F.Mk.71	J-701	Delivered to the Chilean Air Force.
00-02-1968	FACh	F.Mk.71	J-701	Assembled and assigned to the Aviation Group No. 7.
19-05-1972	FACh	F.Mk.71	J-701	Crashed near Colina target range, unsuccessful ejection, Lieutenant Renato Palma Monje died.
00-00-1972	FACh	F.Mk.71	J-701	Withdraw from service.

Hunter F.Mk.6 No. IF-106, from 7 Fighter Wing, Belgian Air Force, 1964.



Hunter F.Mk.71 No. J-701, from Aviation Group No. 7, Chilean Air Force, Los Cerrillos, 1972.

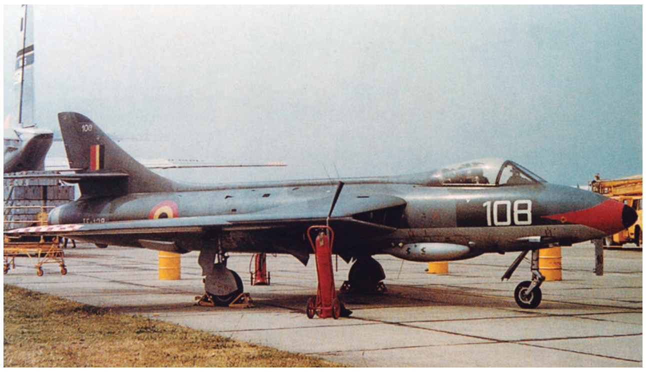


J-702

Service in the Belgian Air Force

This Hunter was built in 1958 by Fokker as a F.Mk.6 model with the c/n 8879. On May 20th 1958 it was delivered to the Belgian Air Force under the registration IF-108 and was assigned to the 7 Fighter Wing, at the Chièvres Air Base, on May 26th 1958. In 1958 and 1960 it underwent major inspections at the Fairey and SABCA factories respectively. It is stored in 1960 and again operates in the 7 Fighter Wing, to be finally stored in August 1963 and retired from service, having accumulated 623.15 flight hours. On October 21st 1964, it was purchased by HSA, with the provisional registration G-9-105 to be converted to the FGA.9 standard and sold to the Chilean Air Force as an export model F.Mk.71, with the registration number J-702. This aircraft was delivered to the FACh on November 1st 1967.

Hunter F.Mk.6, No. IF-108 from 7 Group of the 7 Fighter Wing of the Belgian Air Force, on the flight line of the Fairey factory in Gosselies, 1958, the date corresponding to one of the major inspections of that aircraft. (Jean-Luc Deval collection)

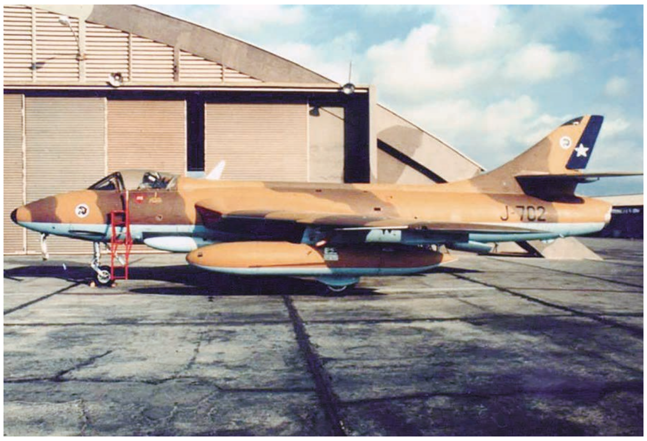


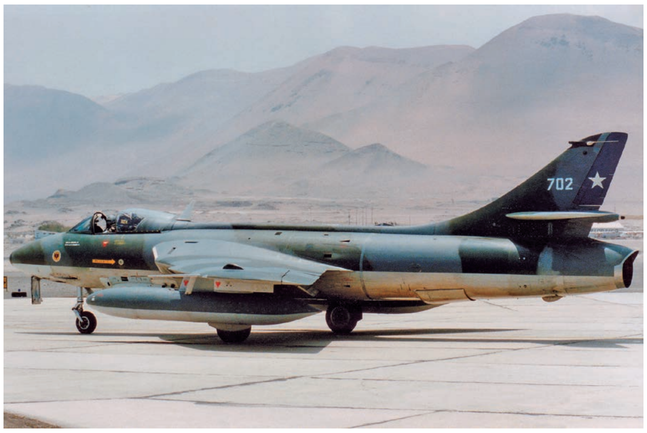
Hunter IF-108 from 7 Fighter Wing at chièvres Air Base. This aircraft would be purchased by HSA to be converted to the F.Mk.71 model and sold to the Chilean Air Force, registration number J-702. (Daniel Brackx)

Service in the Chilean Air Force

Hunter J-702 was transferred from England disassembled in containers by sea and assembled in February 1968, being assigned to Aviation Group No. 7. In May 1970 it was reassigned to Aviation Group No. 9 and transferred to Puerto Montt. On March 20th 1975, it was transferred to Cerro Moreno Air Base in Antofagasta. In 1976 a desert paint scheme was applied and in 1976 it was selected along with 11 other Hunters to be modified by Raphael specialists to use the "Shafrir" missile, just in time to participate in patrol and interception missions during the Beagle Crisis, in Punta Arenas during 1978. In mid-1981 its registration number was changed to No. 702 and that same year was transferred to Aviation Group No. 8, due to the deactivation of Group No. 9. It is subsequently upgraded with the Eagle Program, operating until its withdrawal from service in December 1994. It was transferred to Aviation Group No. 10, where it carried out its last missions for those pilots who would perform the Hunter farewell flight in Chile, on April 19th 1995. In 1997, it was donated to the Aeronautical Museum for restoration, installed for a time as a monument at the entrance of the Logistics Command, from where it was retired to end as a monument in the Supply Wing.

Captain Rolando Mercado Zamora from Aviation Group No. 8, poses on the ladder of the Hunter F.Mk.71 No. 702 in the early 1990s exhibiting the "Eagle" configuration. (Alessandro Bocca)

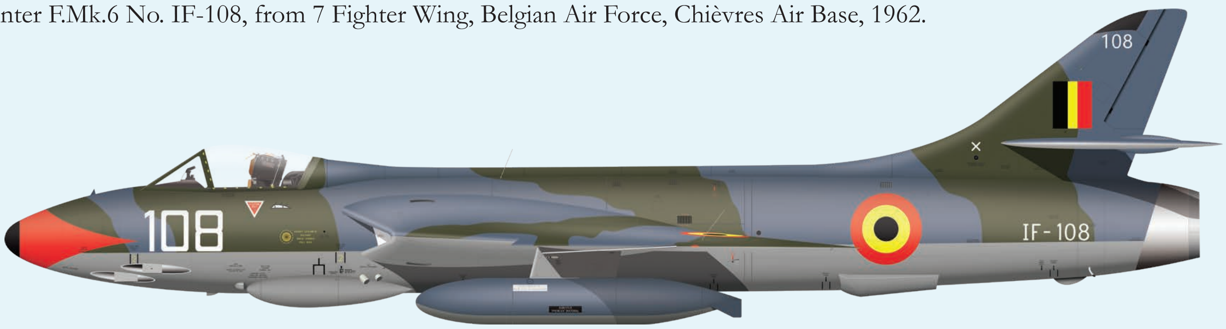

Hunter No. J-702 from Aviation Group No. 9 with its desert scheme and panthers in the late 1980s at Cerro Moreno Air Base. (FACh)


Last year in which Hunter No. 702 and No. 724 operated in Iquique in November 1994, after that date they were written off. The aircraft uses the latest variation of the paint scheme with its white stencil numerals on the empennage. (Alessandro Bocca)

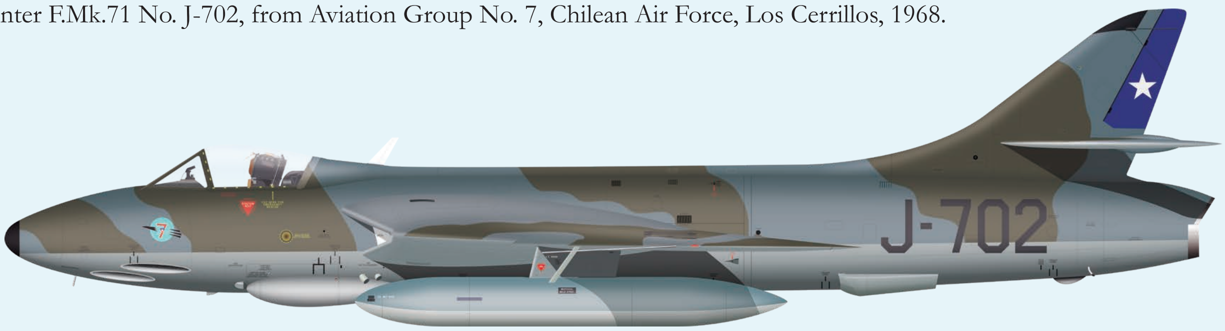
Service Log

Date	Organization	Model	ID	Details
00-00-1958	Fokker	F.Mk.6		Built.
20-05-1958	Fokker	F.Mk.6	IF-108	Delivered to the Belgian Air Force.
26-05-1958	BAF	F.Mk.6	IF-108	Assigned to the 7 Fighter Wing, Chièvres Air Base.
18-11-1958	BAF	F.Mk.6	IF-108	Transferred to Fairey for major inspection.
19-02-1960	BAF	F.Mk.6	IF-108	Transferred to SABCA for major inspection.
25-08-1960	BAF	F.Mk.6	IF-108	Stored at Koksijde Air Base.
30-01-1961	BAF	F.Mk.6	IF-108	Assigned to the 7 Fighter Wing, Chièvres Air Base.
23-08-1963	BAF	F.Mk.6	IF-108	Stored at Koksijde Air Base.
00-00-1963	BAF	F.Mk.6	IF-108	Withdraw from service logging 623.15 flight hours.
21-10-1964	HSA	F.Mk.6	G-9-105	Purchased for FGA.9 upgrade.
01-11-1967	HSA	F.Mk.71	J-702	Delivered to the Chilean Air Force.
00-00-1968	FACh	F.Mk.71	J-702	Assembled and assigned to the Aviation Group No. 7.
00-05-1970	FACh	F.Mk.71	J-702	Reassigned to Aviation Group No. 9.
20-03-1975	FACh	F.Mk.71	J-702	Transferred to Cerro Moreno Air Base, Antofagasta.
00-00-1976	FACh	F.Mk.71	J-702	Receives desert painting scheme.
00-00-1976	FACh	F.Mk.71	J-702	Wired to carry Rafael Shafrir II air-to-air missile.
00-12-1978	FACh	F.Mk.71	J-702	Carry out patrol and intercept missions during the Beagle Crisis in Punta Arenas.
00-04-1981	FACh	F.Mk.71	702	Re-designated as 702.
00-12-1981	FACh	F.Mk.71	702	Reassigned to Aviation Group No. 8.
00-00-1983	FACh	F.Mk.71	702	Upgraded with "Águila" Program.
00-12-1994	FACh	F.Mk.71	702	Withdrawn from service.
00-00-1995	FACh	F.Mk.71	702	Ferried to Santiago.
00-00-1997	FACh	F.Mk.71	702	Donated to the Chilean Aeronautics and Space Museum for restoration.
00-00-2004	FACh	F.Mk.71	702	Monument at the Logistic Command.
00-00-2018	FACh	F.Mk.71	702	Monument at the Supply Wing.

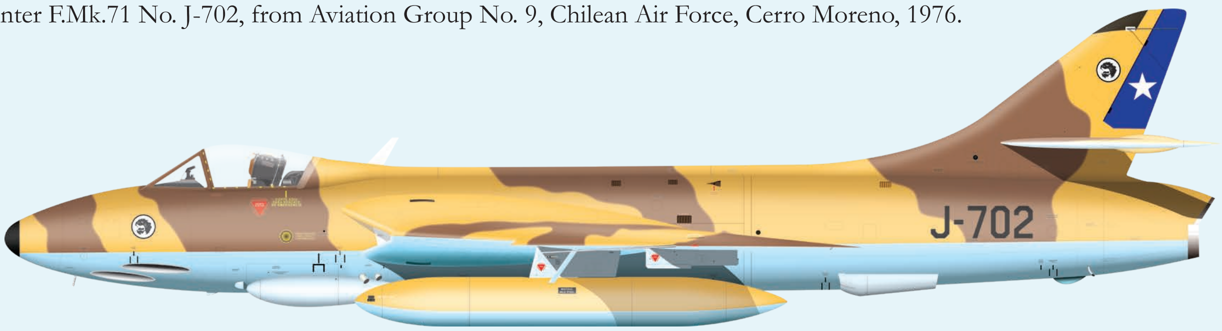
Hunter F.Mk.6 No. IF-108, from 7 Fighter Wing, Belgian Air Force, Chièvres Air Base, 1962.



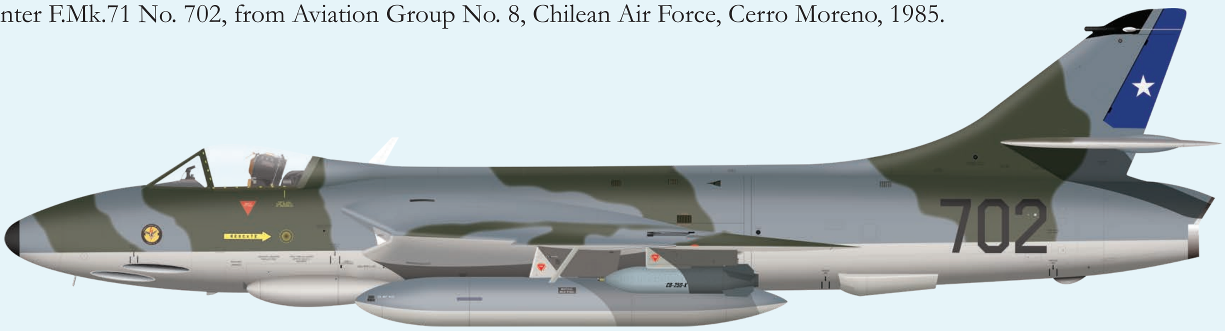
Hunter F.Mk.71 No. J-702, from Aviation Group No. 7, Chilean Air Force, Los Cerrillos, 1968.



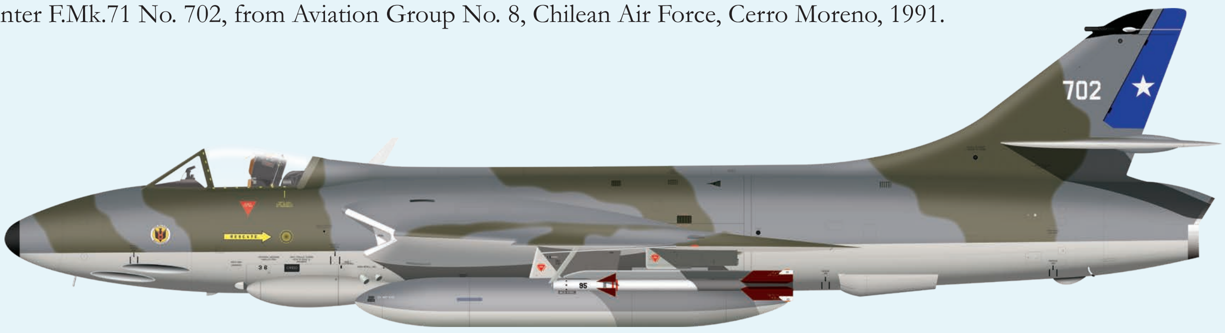
Hunter F.Mk.71 No. J-702, from Aviation Group No. 9, Chilean Air Force, Cerro Moreno, 1976.



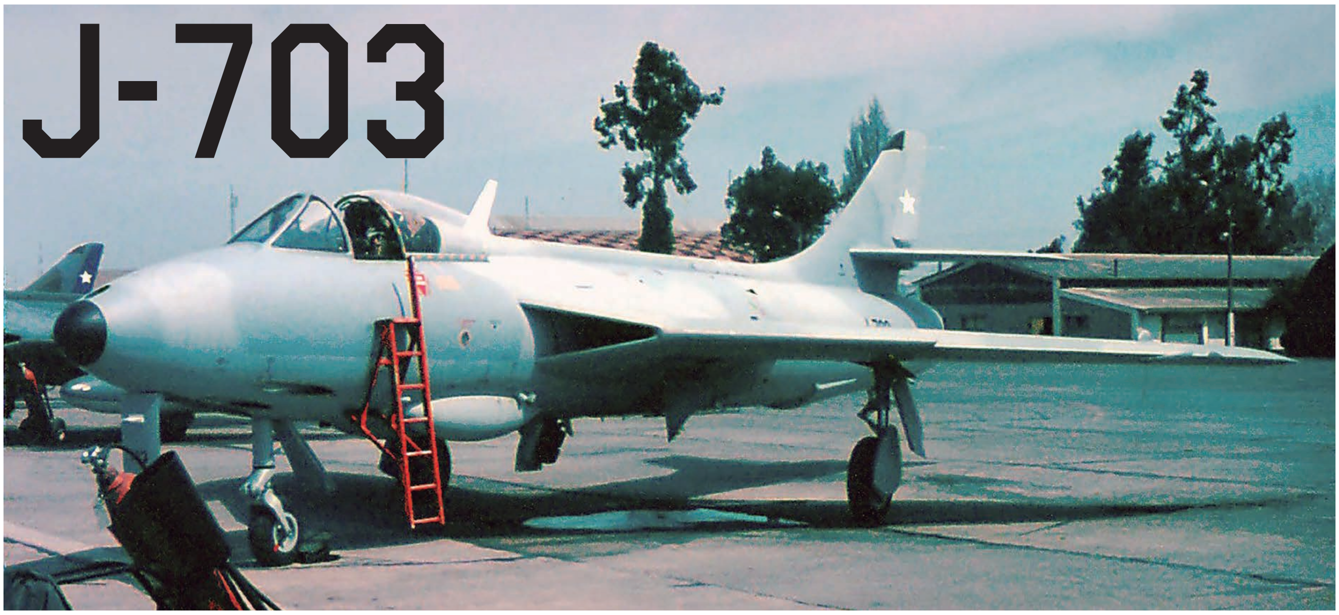
Hunter F.Mk.71 No. 702, from Aviation Group No. 8, Chilean Air Force, Cerro Moreno, 1985.



Hunter F.Mk.71 No. 702, from Aviation Group No. 8, Chilean Air Force, Cerro Moreno, 1991.



J-703



Service in the Chilean Air Force

This Hunter was built in 1957 by Fokker, as model F.Mk.6, with the c/n 8789 and was delivered to the Belgian Air Force on 09/01/1958 registered as IF-44. On 15/01/1958 it is assigned to the 7 Fighter Wing, Chièvres Air Base. On April 17th 1958, it made an emergency landing at the disused Crevillers Bapaume airfield (France), next to Hunter IF-29, after running out of fuel due to navigational error. In 1959 it was stored at Koksijde Air Base and re-assigned to the 7 Fighter Wing, Chièvres Air Base on 09/02/1960. In 1963 it was re-stored at Koksijde Air Base, to be withdrawn from service that same year with 571:30 flight hours. On 12/11/1964 it is purchased by HSA for conversion to F.Mk.71 model, with the registration number G-9-106. HSA hands the aircraft to the Chilean Air Force as J-703, on 22/11/1967.

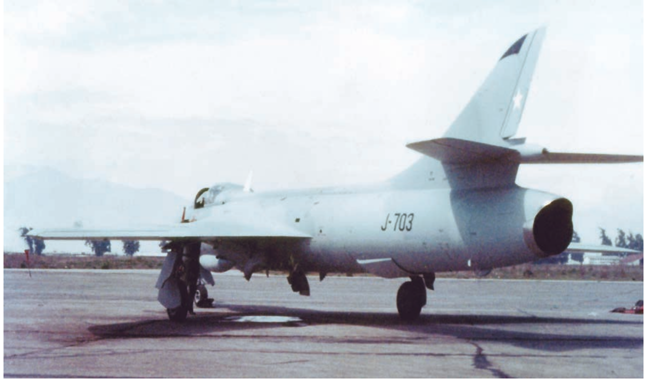
Hunter F.Mk.6 No. IF-44 from 7 Fighter Wing of the Belgian Air Force is operated by weapons specialists, who install the 4 Aden 30mm gun pack. One of the gun deflectors is visible.(Jacques Schelfaut collection)

Service in the Chilean Air Force

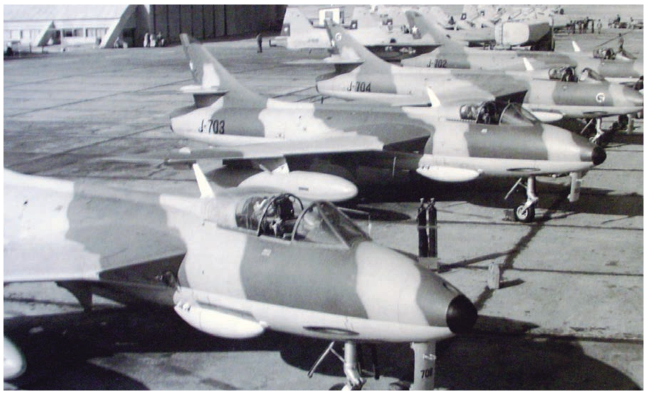
Once arrived in Chile, it was assembled in mid-February 1968 and assigned to Aviation Group No. 7. In 1975, an experimental low-visibility paint scheme was applied under the so called "Stealth" project, using bluish gray colors in different shades, preserving the same camouflage stain patterns used by the rest of the aircraft.

Pilots from Aviation Group No. 7 pose in 1971 in front of Hunter F.Mk.71 No. J-703, during a deployment at Cerro Moreno Air Base. (Rino Poletti collection)

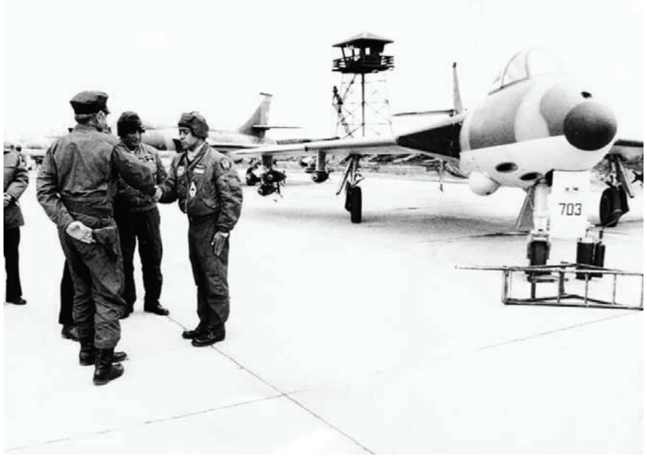
In 1976 it was transferred to Aviation Group No. 9, in Antofagasta. The following year it received the desert paint scheme. During the Beagle Crisis, it was deployed to Puerto Montt, where it carried out patrol and intercept missions of Argentine air intrusions. In mid-1981 it was re-designated 703 and at the end of that year it was transferred to Aviation Group No. 8, due to the deactivation of Group No. 9. In the mid-1980s it was upgraded under the Eagle Program, being one of the aircraft that evaluated one of the antennas of the Caiquén system, installed at the end of the vertical stabilizer, in a configuration similar to that used by A-4 Skyhawk aircraft. Its last noteworthy appearance was at FIDA 1988, at El Bosque Air Base. In December 1994 it was withdrawn from the Service.



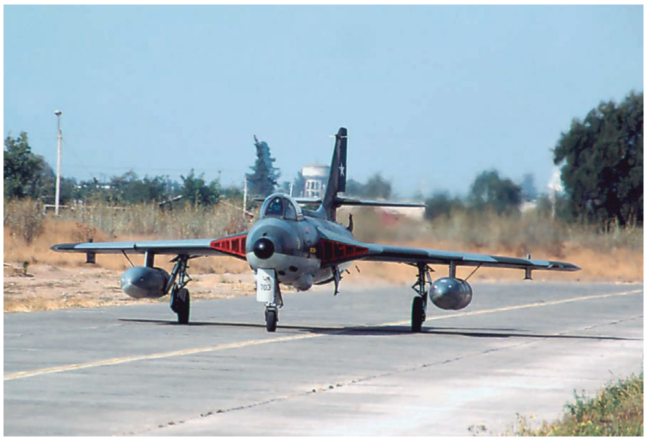
Hunter F.Mk.71 No. J-703 from Aviation Group No. 7 on the tarmac of Los Cerrillos Airbase, using an experimental low-visibility scheme, 1975. A similar scheme would be applied aircrafts J-709 and J-710 from Aviation Group No. 9, having been modified for photographic reconnaissance missions in 1978, using high-resolution cameras removed from Lockheed RT-33A aircrafts and installed in the gun pack. (Chilean Aeronautics Museum collection)



Hunter F.Mk.71 No. J-703 from Aviation Group No. 9 at Cerro Moreno Air Base, circa 1977, using the desert scheme. (Via Anselmo Aguilar)



Hunter F.Mk.71 703 From Aviation Group No. 8 at Chabunco Air Base, Punta Arenas, circa 1982, configured with the first antennas of the Caiquén RWR system, on the vertical stabilizer. The aircraft uses the desert scheme and carries eight 250-pound live bombs, six of them carried in TERs on the outer pylons. The back of, FACh Commander-in-Chief Fernando Matthei Aubel is seen while greeting crews during an inspection, in this case Commander Florencio Dublé Pizarro and Lieutenant Duncan Silva Donoso. (Via Duncan Silva)

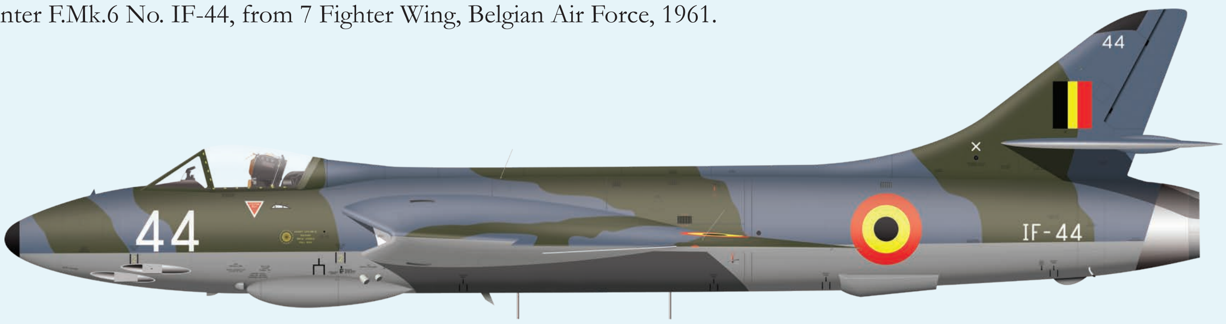


Hunter F.Mk.71 No. 703 taxing at El Bosque Air Base, after one of its demonstration flights at FIDA 1988. It deploys protective grilles in the air intakes to avoid F.O.D. (Chilean Aeronautics Museum collection)

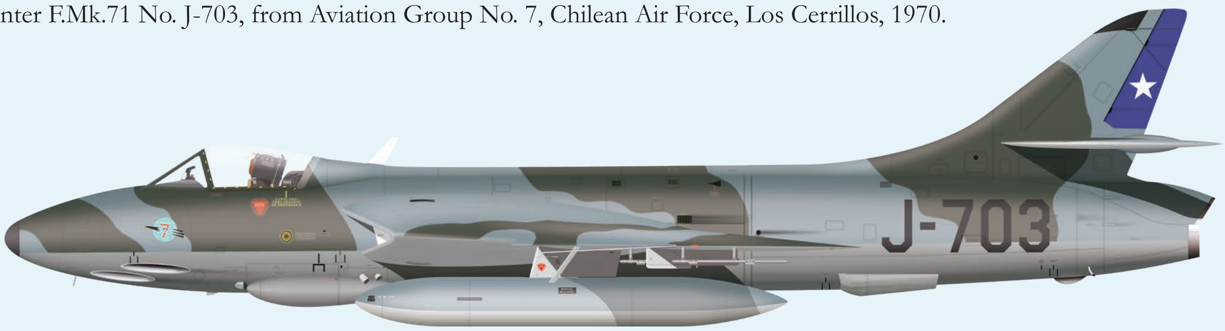
Service Log

Date	Organization	Model	ID	Details
00-00-1957	Fokker	F.Mk.6		Built.
09-01-1958	Fokker	F.Mk.6	IF-44	Delivered to the Belgian Air Force.
15-01-1958	BAF	F.Mk.6	IF-44	Assigned to the 7 Fighter Wing, Chièvres Air Base.
17-04-1958	BAF	F.Mk.6	IF-44	Emergency landing next to Hunter IF-29.
06-08-1958	BAF	F.Mk.6	IF-44	Sent to Fairey for further inspection.
04-02-1959	BAF	F.Mk.6	IF-44	Stored at Koksijde Air Base.
09-02-1960	BAF	F.Mk.6	IF-44	Assigned to the 7 Fighter Wing, Chièvres Air Base.
19-02-1963	BAF	F.Mk.6	IF-44	Stored at Koksijde Air Base.
00-00-1963	BAF	F.Mk.6	IF-44	Retired from service logging 571: 30 flight hours.
12-11-1964	HSA	F.Mk.6	G-9-106	Purchased for FGA.Mk.9 upgrade.
22-11-1967	HSA	F.Mk.71	J-703	Delivered to the Chilean Air Force.
00-00-1968	FACh	F.Mk.71	J-703	Assembled and assigned to Aviation Group No. 7.
00-00-1975	FACh	F.Mk.71	J-703	Sports an experimental low visibility scheme.
00-00-1976	FACh	F.Mk.71	J-703	Transferred to Aviation Group No. 9.
00-00-1976	FACh	F.Mk.71	J-703	Sports desert paint scheme.
00-12-1978	FACh	F.Mk.71	J-703	It carries out patrol and interception missions during the Beagle Crisis, in Puerto Montt.
00-04-1981	FACh	F.Mk.71	703	Its registration number is changed to 703.
12-12-1981	FACh	F.Mk.71	703	Transferred to Aviation Group No. 8.
00-00-1983	FACh	F.Mk.71	703	Modified to "Eagle" Program standard.
00-03-1988	FACh	F.Mk.71	703	Participates in FIDA 1988.
00-12-1994	FACh	F.Mk.71	703	Withdrawn from Service.

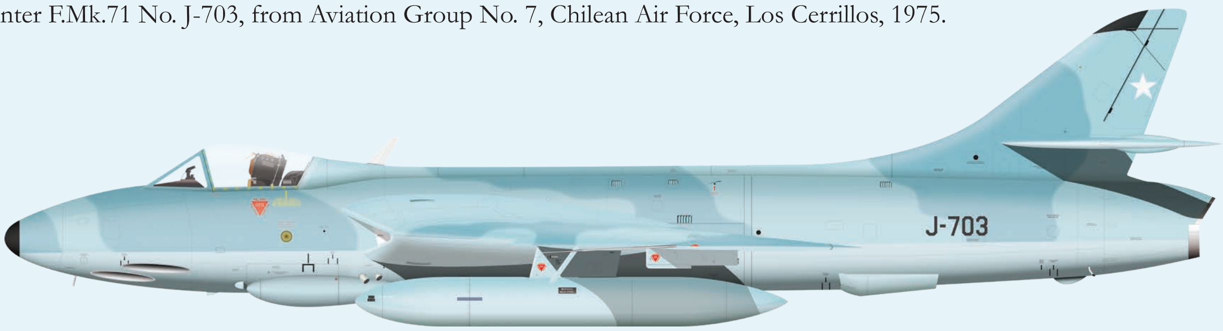
Hunter F.Mk.6 No. IF-44, from 7 Fighter Wing, Belgian Air Force, 1961.



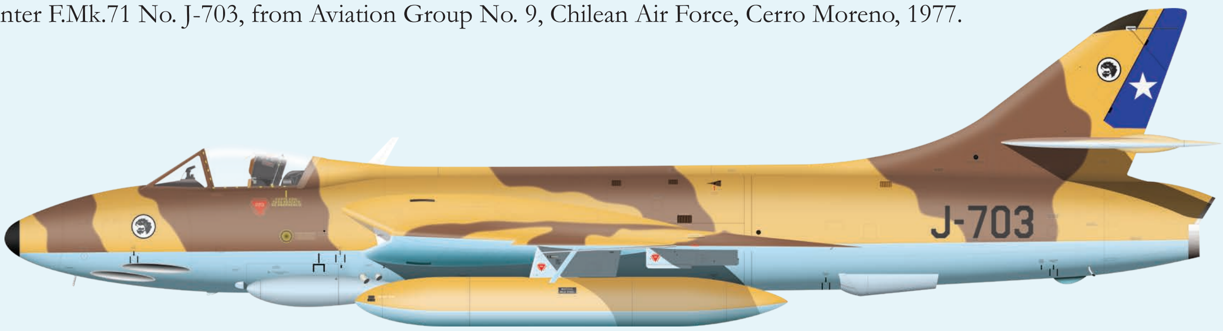
Hunter F.Mk.71 No. J-703, from Aviation Group No. 7, Chilean Air Force, Los Cerrillos, 1970.



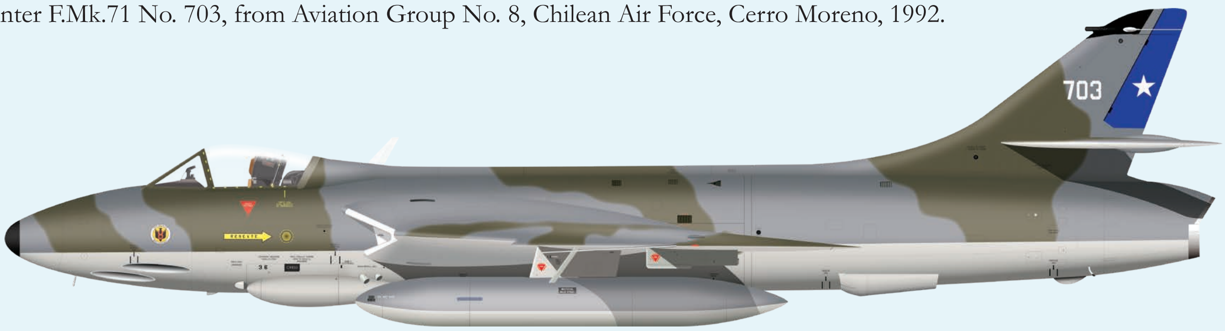
Hunter F.Mk.71 No. J-703, from Aviation Group No. 7, Chilean Air Force, Los Cerrillos, 1975.



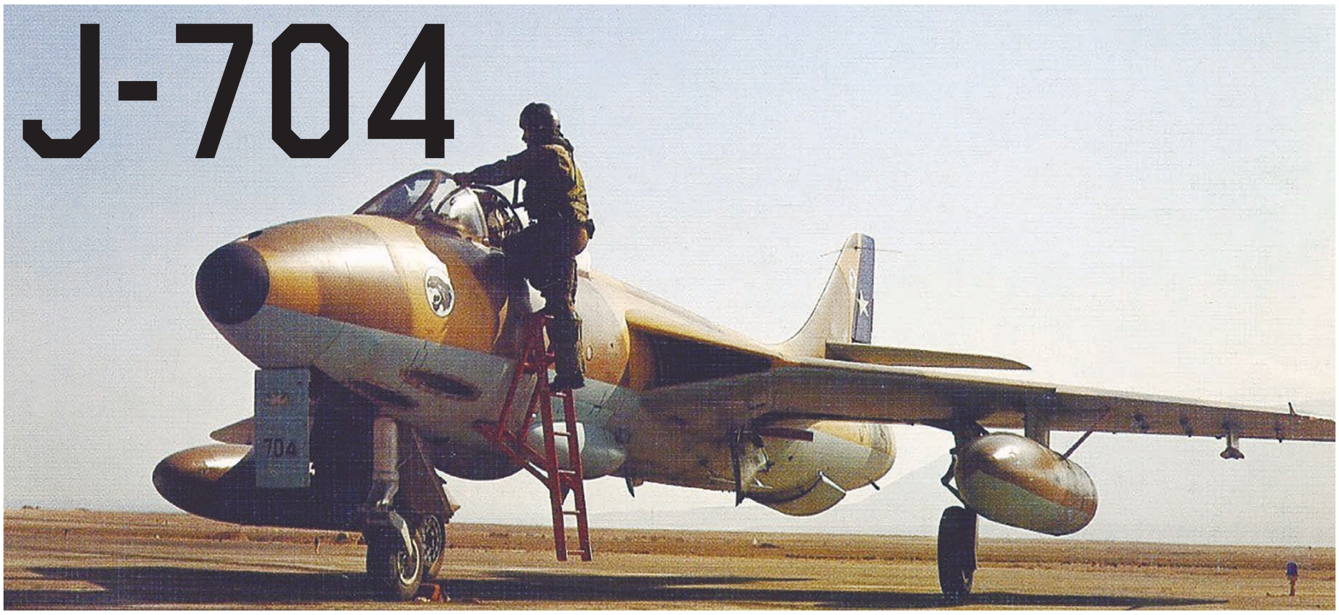
Hunter F.Mk.71 No. J-703, from Aviation Group No. 9, Chilean Air Force, Cerro Moreno, 1977.



Hunter F.Mk.71 No. 703, from Aviation Group No. 8, Chilean Air Force, Cerro Moreno, 1992.



J-704



Service in the RNAF

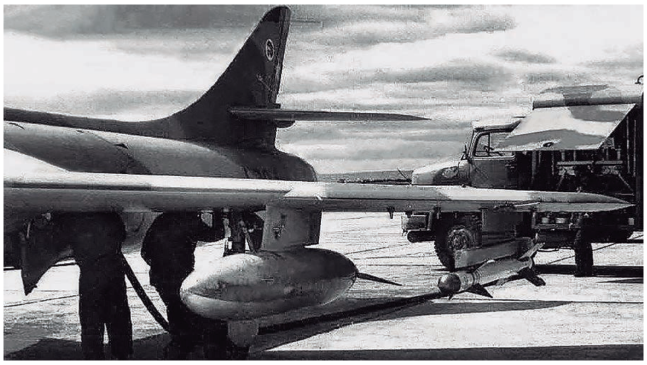
This Hunter was built by Fokker in 1957 as model F.Mk.6, c/n 8818, manufacturing order M-218. On January 29th 1958 it was handed over to the Royal Netherlands Air Force and assigned to 324 Squadron with the 3P-10 squadron number. On March 18th 1960, it was transferred to 325 Squadron, without the squadron number, being replaced by serial number N-210. In 1962, it was subject to a major maintenance inspection (IRAN), being transferred again to 324 Squadron, on July 22nd 1963. During July 1964 it was again transferred to 325 Squadron, and was subsequently retired from service. On October 10th 1966, it was purchased by HSA with the registration G-9-227 to be modified to the FGA.Mk.9 standard. On December 12th 1967, it was delivered to the Chilean Air Force as a model F.Mk.71, with registration number J-704.

Hunter F.Mk.6 No. N-210 at Woensdrecht Air Force Base in November 1960, recently assigned to 325 Squadron and where squadron identifiers were removed. (KLu)

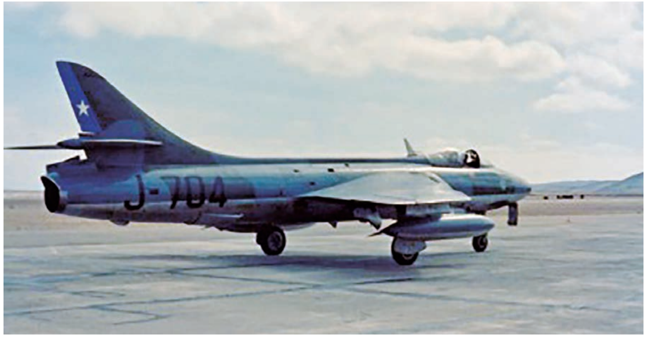
Hunter F.Mk.6 No. N-210 at Biak Air Base during the Crisis in New Guinea. The aircraft is partially disassembled and with its compartments sealed for transport back to the Netherlands. (KLu - 322 Squadron)

Service in the Chilean Air Force

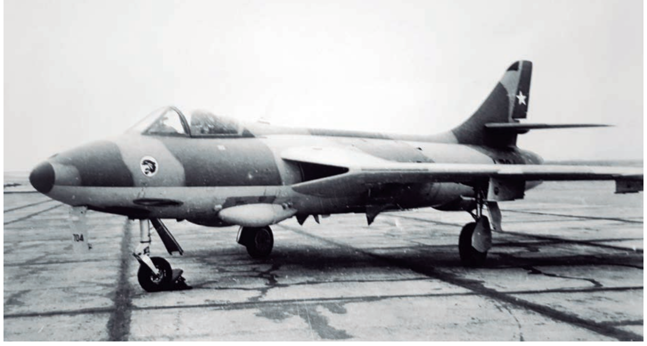
Hunter J-704 is shipped in containers by sea freight and assembled in March 1968, and assigned to Aviation Group No. 7. In May 1970, it is transferred to Aviation Group No. 9, based in Puerto Montt. On March 20th 1975, it was transferred to Cerro Moreno Air Base in Antofagasta, along with its unit. The desert paint scheme was applied in 1976 and in 1976 it was subject to modifications at the Maintenance Wing by Israeli technicians to carry Shafrir missiles. In December 1978, it was deployed to Punta Arenas, where it carried out patrol and intercept missions during the Beagle Crisis. In April 1981 it was re-designated as 704 and at the end of the same year it was transferred to Aviation Group No. 8 due to the deactivation of Group No. 9. On February 17th 1983, while making an instrumental approach on a night flight, contact was lost with the plane, piloted by Lieutenant Javier Recassens Searle. Search procedures were activated, without results. After more than 30 days of searching, the plane is located on the seabed. To the rescuers surprise, the aircraft is almost complete with its pilot in the cockpit, who did not attempt to eject. The investigation was able to determine that the aircraft crashed into the sea at a very low angle, which would indicate a failure in the reading of the instruments or a failure to indicate the appropriate height.



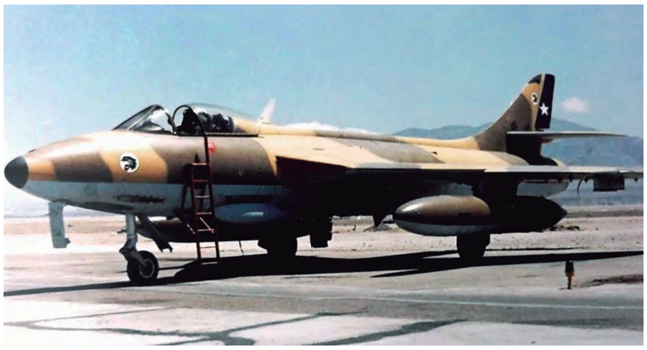
Hunter F.Mk.71 No. J-704 from Aviation Group No. 9, operating at Carlos Ibáñez Airport, during the Beagle Crisis in December 1978. This was one of the Hunters wired by specialists from Raphael and the Maintenance Wing to operate the Shafrir 2 missile. The presence of the Hunters armed with missiles was a deterrent taken into consideration by the Argentine Air Force in the event of an attack on Chilean forces. (FACh)



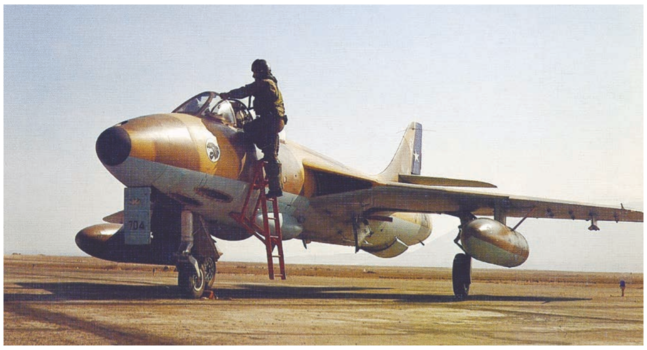
Hunter F.Mk.71 No. J-704 from Aviation Group No. 7, operating with its original scheme at Cerro Moreno Air Base, returning from a shooting mission. (FACh)



Hunter F.Mk.71 No. J-704 from Aviation Group No. 9, in the late 1970s with its desert scheme, without the panther in the vertical stabilizer. (Rino Poletti collection)



Hunter F.Mk.71 No. J-704 from Aviation Group No. 9, operating with its desert scheme at Cerro Moreno Air Base. (Rino Poletti collection)

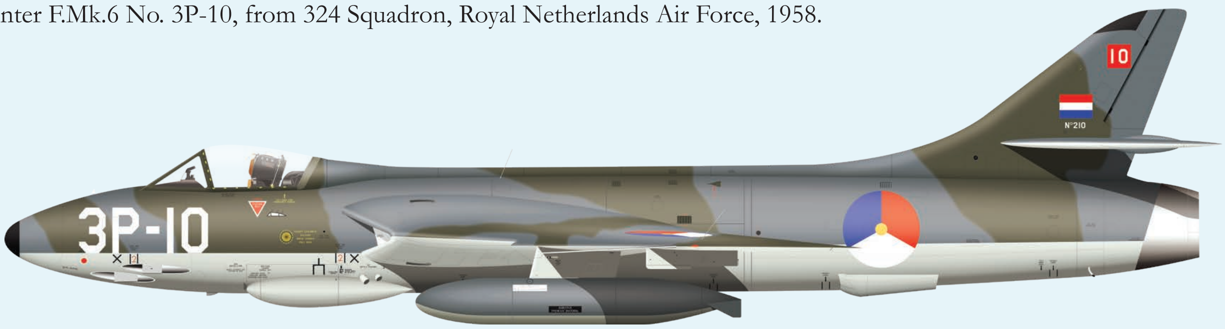


Hunter F.Mk.71 No. J-704 from Aviation Group No. 9, ready to begin a training mission at Cerro Moreno Air Base, Antofagasta, 1980. (FACh)

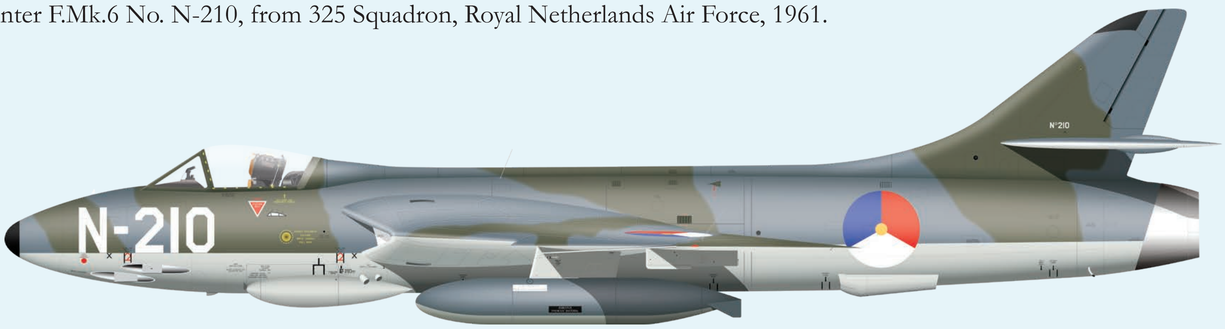
Service Log

Date	Organization	Model	ID	Details
00-00-1957	Fokker	F.Mk.6	M-218	Built.
29-01-1958	Fokker	F.Mk.6		Delivered to the Royal Netherlands Air Force.
29-01-1958	RNAF	F.Mk.6	3P-10	Assigned to 324 Squadron.
18-03-1960	RNAF	F.Mk.6	N-210	Transferred to 325 Squadron.
22-02-1962	RNAF	F.Mk.6	N-210	Undergoing Major Maintenance (IRAN).
22-07-1963	RNAF	F.Mk.6	N-210	Transferred to 324 Squadron.
03-07-1964	RNAF	F.Mk.6	N-210	Transferred to 325 Squadron.
10-10-1966	HSA	F.Mk.6	G-9-227	Purchased for FGA.Mk.9 upgrade.
12-12-1967	HSA	F.Mk.71	J-704	Delivered to the Chilean Air Force.
00-03-1968	FACh	F.Mk.71	J-704	Assembled and assigned to Aviation Group No. 7.
00-05-1970	FACh	F.Mk.71	J-704	Assigned to Aviation Group No. 9.
20-03-1975	FACh	F.Mk.71	J-704	Transferred to Cerro Moreno Air Base, Antofagasta.
00-00-1976	FACh	F.Mk.71	J-704	Receives desert paint scheme.
00-00-1976	FACh	F.Mk.71	J-704	It is wired to carry Shafrir missiles.
00-12-1978	FACh	F.Mk.71	J-704	Carries out patrol and interception missions during the Beagle Crisis in Punta Arenas.
00-04-1981	FACh	F.Mk.71	704	Registration number is changed to 704.
00-12-1981	FACh	F.Mk.71	704	Assigned to Aviation Group No. 8.
17-02-1983	FACh	F.Mk.71	704	Crashed, Lieutenant Javier Recassens Searle died.
00-00-1983	FACh	F.Mk.71	704	Written off.

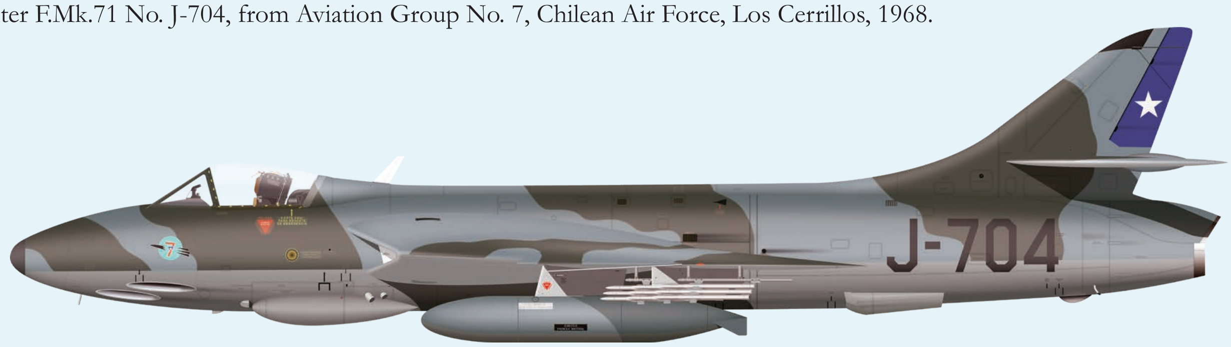
Hunter F.Mk.6 No. 3P-10, from 324 Squadron, Royal Netherlands Air Force, 1958.



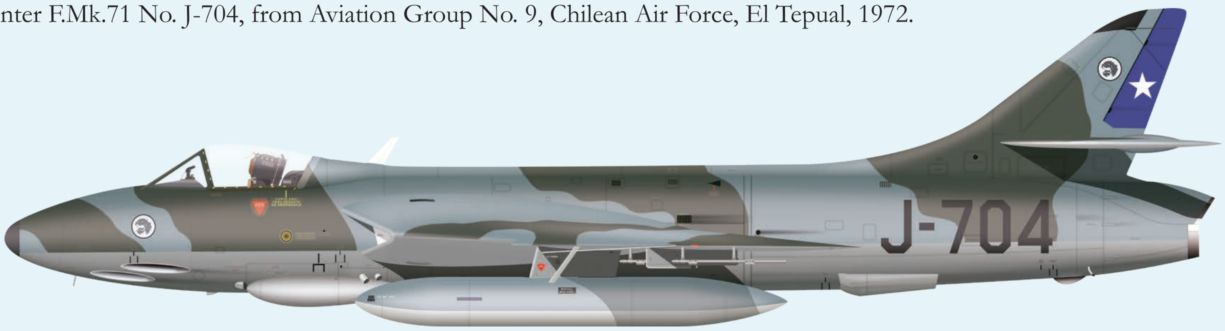
Hunter F.Mk.6 No. N-210, from 325 Squadron, Royal Netherlands Air Force, 1961.



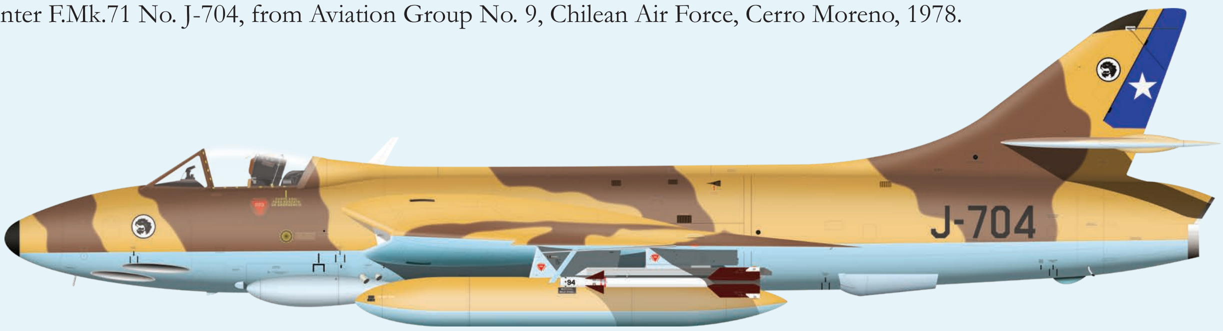
Hunter F.Mk.71 No. J-704, from Aviation Group No. 7, Chilean Air Force, Los Cerrillos, 1968.



Hunter F.Mk.71 No. J-704, from Aviation Group No. 9, Chilean Air Force, El Tepual, 1972.



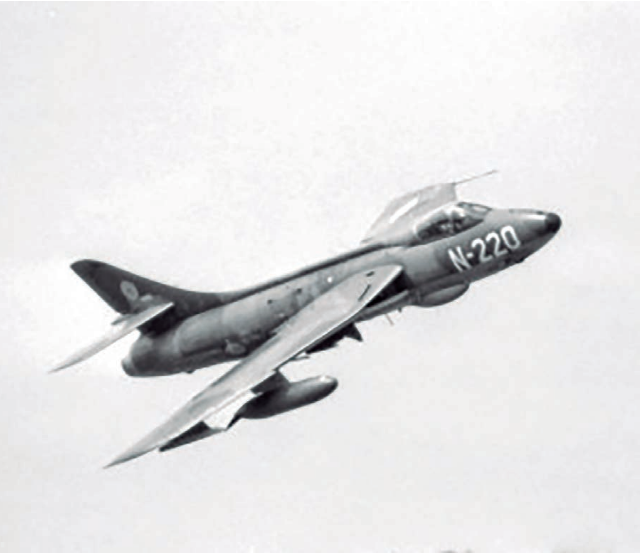
Hunter F.Mk.71 No. J-704, from Aviation Group No. 9, Chilean Air Force, Cerro Moreno, 1978.



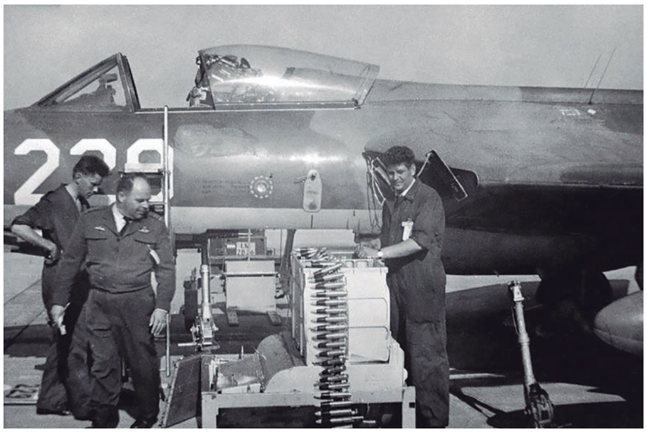
J-705

Service in the RNAF

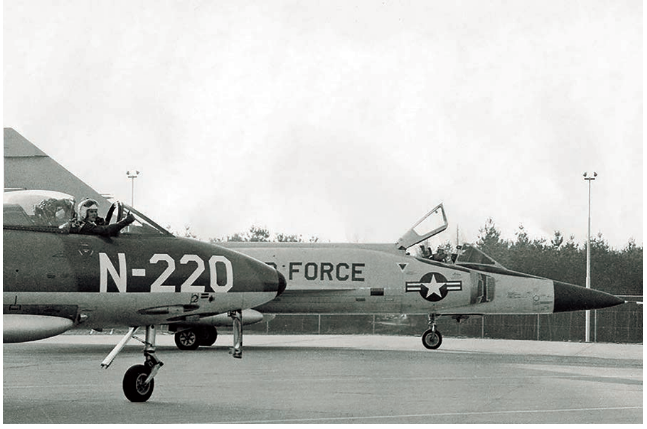
This Hunter was built by Fokker in 1957 as model F.Mk.6, c/n 8841, manufacturing order M-241. On February 3rd 1958, it was handed over to the Royal Netherlands Air Force and assigned to 324 Squadron with the number 3P-20. On March 29th 1961, it was transferred to 325 Squadron. On June 22nd 1962 it was transferred to 322 Squadron, and deployed to Papua New Guinea. At the end of 1962 it was subject to an IRAN inspection, carried out by Avio-Diepen. At the end of this inspection it was transferred 325 Squadron on June 20th 1963. On September 20th 1966 it was removed from service, having accumulated 1,305:00 flight hours. On that same date it is purchased by HSA with the registration G-9-224 to be modified to the FGA.Mk.9 standard. On December 15th 1967, it was delivered to the Chilean Air Force as a model F.Mk.71, with registration number J-705.



Hunter F.Mk.6 No. N-220 from 322 Squadron, deployed on Biak Island in 1962, during the New Guinea Crisis. The external pylon can be seen with the Sidewinder missile launcher. Fourteen Hunter F.Mk.6 with this capability were to reinforce the Hunter F.Mk.4. However, this effort was sterile, as Papua New Guinea was ceded to the United Nations and subsequently to Indonesia. (KLu)



Hunter F.Mk.6 No. N-220, belonging to 325 Squadron of the Royal Netherlands Air Force, during the installation of the gun pack for a shooting mission. (KLu)



Hunter F.Mk.6 No. N-220 from 325 Squadron of the Royal Netherlands Air Force, operating with F-102 aircraft of USAF 32th Fighter Interceptor Squadron stationed at Soesterberg Air Base. (KLu)

Hunter F.Mk.6 No. N-220 belonging to 325 Squadron, photographed during the Air Force Guard Corps (LBK) night exercise, conducted in September 1963 at Soesterberg Air Force Base. (Soesterberg Air Base collection)

Service in the Chilean Air Force

Hunter J-705 is shipped in containers by sea and assembled in March 1968, being assigned to Aviation Group No. 7, where it is part of the formation of the Hunters group flyover at the Military Parade that year. On August 24th 1968, while carrying out an evening training mission piloted by Lieutenant Eitel Von Mühlenbrock Hevia, it suffered a fuel feeding problem from the auxiliary fuel tanks that dangerously affected the stability of the aircraft, a situation that forced their ejection in the open sea, about fifteen miles from Santo Domingo. Once the stability problem is resolved, the pilot returns to Los Cerrillos, landing safely.

On May 8th 1970, it is one of the few aircraft from the first batch that is not transferred to Aviation Group No. 9. On July 12th 1972, while Group No. 7 was deployed at Cerro Moreno Air Base, Captain Marcos Meirelles Guizman was conducting a training flight near Mejillones. Suddenly there is a technical failure in the engine and the pilot has no chance to re-start it, proceeding to eject. Captain Meirelles was injured in one of his hands and had to wait a while before being rescued. This was the first successful ejection on a Hunter in Chile, for which Captain Meirelles was awarded Martin Baker's "Blue Tie", going on to integrate this exclusive club of those who have been saved by the effective seats produced by this company. Hunter J-705 was completely destroyed, and written off.

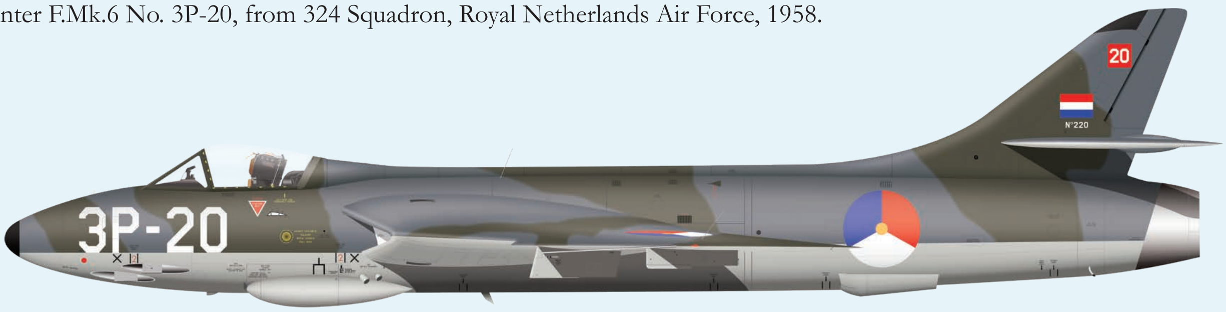
Two future staff generals, Commanders Fernando Matthei Aubel, Commander of Aviation Group No.7 (1970 - 1972) and Eduardo Fornet F., posing next to Hunter F.Mk.71 No. 705, after a training mission. (FACh)

A color photograph of the flight line of Aviation Group No. 7 in full, with about 20 aircraft, indicative of the period in the early 1970s. The F.Mk.71 No. J-705 first. (FACh)

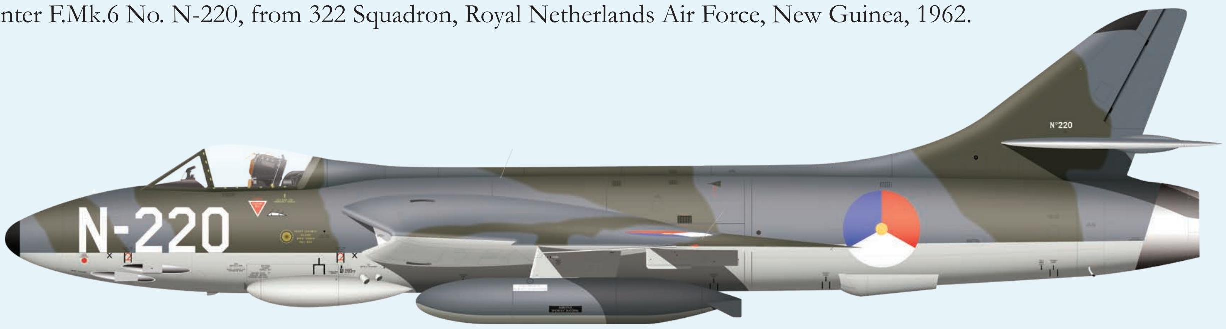
Hunter F.Mk.71 No. J-705 on the flight line of Aviation Group No. 7, in the early 1970s, on the tarmac of Los Cerrillos Air Base. (FACh)

Service Log

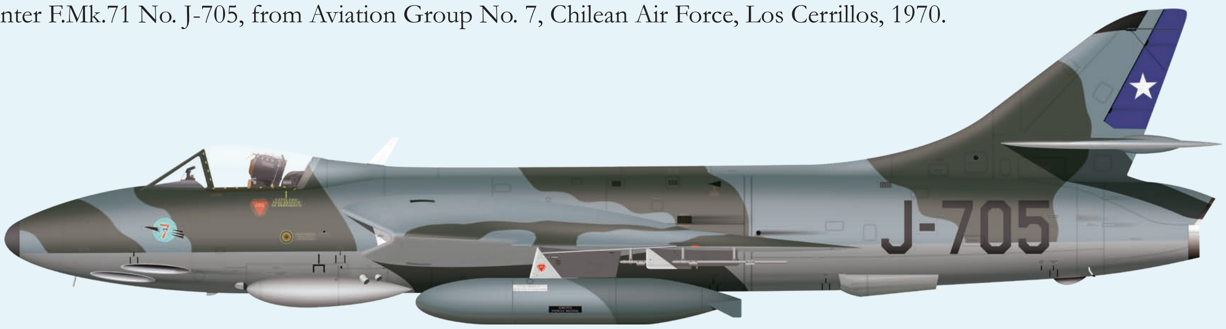
Date	Organization	Model	ID	Details
00-00-1957	Fokker	F.Mk.6	M-241	Built.
03-02-1958	Fokker	F.Mk.6		Delivered to the Royal Netherlands Air Force.
03-02-1958	RNAF	F.Mk.6	3P-20	Assigned to 324 Squadron.
29-03-1961	RNAF	F.Mk.6	N-220	Transferred to 325 Squadron.
15-10-1961	RNAF	F.Mk.6	N-220	Undergoing Major Maintenance (IRAN).
22-06-1962	RNAF	F.Mk.6	N-220	Transferred to 322 Squadron, New Guinea.
30-11-1962	RNAF	F.Mk.6	N-220	IRAN inspection by Avio-Diepen.
20-02-1963	RNAF	F.Mk.6	N-220	Transferred to 325 Squadron.
20-09-1966	RNAF	F.Mk.6	N-220	Retired from service with 1,305:00 flight hours.
20-09-1966	HSA	F.Mk.6	G-9-226	Purchased for FGA.Mk.9 upgrade.
15-12-1967	HSA	F.Mk.71	J-705	Delivered to the Chilean Air Force.
00-03-1968	FACh	F.Mk.71	J-705	Assembled and assigned to Aviation Group No. 7
24-08-1968	FACh	F.Mk.71	J-705	Fuel technical failure, ejects auxiliary tanks, Lieutenant Eitel Von Mühlenbrock H.
12-07-1972	FACh	F.Mk.71	J-705	Crashed, Captain Marcos Meirelles Guizman, ejected.
00-00-1972	FACh	F.Mk.71	J-705	Written off.



Hunter F.Mk.6 No. 3P-20, from 324 Squadron, Royal Netherlands Air Force, 1958.



Hunter F.Mk.6 No. N-220, from 322 Squadron, Royal Netherlands Air Force, New Guinea, 1962.



Hunter F.Mk.71 No. J-705, from Aviation Group No. 7, Chilean Air Force, Los Cerrillos, 1970.

J-706

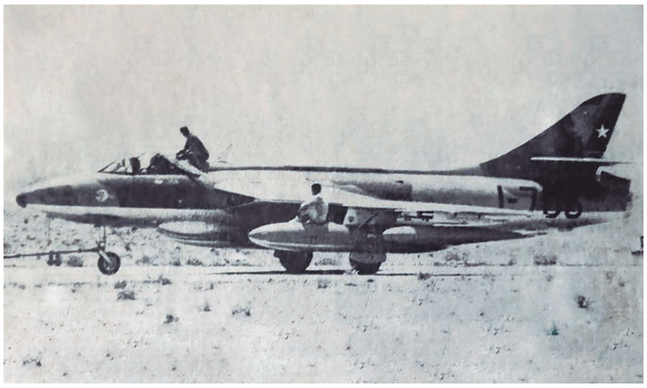
Service in the RNAF

Service in the RNAF This Hunter was built by Fokker in 1958 as model F.Mk.6, c/n 8961, manufacturing order M-361. On January 19th 1959 it was handed over to the Royal Netherlands Air Force and assigned to 322 Squadron with the 3W-5 number squadron. On March 30th 1960, it was transferred to 324 Squadron, without the squadron number, being replaced by serial number N-276. In early 1962 it was subject to an IRAN inspection. At the end of this inspection it was transferred to 325 Squadron on July 25th 1962. On September 27 th 1966 it was withdrawn from service, having accumulated 863:32 hours of flight time. On that same date it is purchased by HSA with the registration G-9-224 to be modified to the FGA.Mk.9 standard. On February 7 th 1968, it was delivered to the FACh as an F.Mk.71 model, with the registration number J-706.

Last flight of Hunters F.Mk.6 No. N-276 and N-213, belonging to 325 Squadron of the RNAF, July 1966. Hunter N-276 will continue its service in the Chilean Air Force as F.Mk.71, registered J-706. (KLu)

Service in the Chilean Air Force

Hunter J-706 is transported in containers by sea freight and assembled in mid-1968, being allocated to Aviation Group No. 7, where it takes part in the formation of the Hunter group at the Military Parade that year. In May 1970, it is one of the few aircraft from the first batch that is not transferred to Aviation Group No. 9. On July 13th 1970, while Aviation Group No. 7 was conducting exercises with the Navy, in preparation for the UNITAS Operation of that year, Hunter J-706 collides in midair with Hunter No. J-719 while both aircraft made a mock attack on fleet in Valparaiso's harbor. Hunter J-706 was piloted by Captain Luis Corsi Ceroni and J-719 was piloted by Squadron Commander Julio Frías Fernández and Captain Rudy Ebensperger Bonle, none of them having a chance to eject. Both aircraft were completely destroyed and only few relics could be recovered in the rescue operations. Both planes were written off.

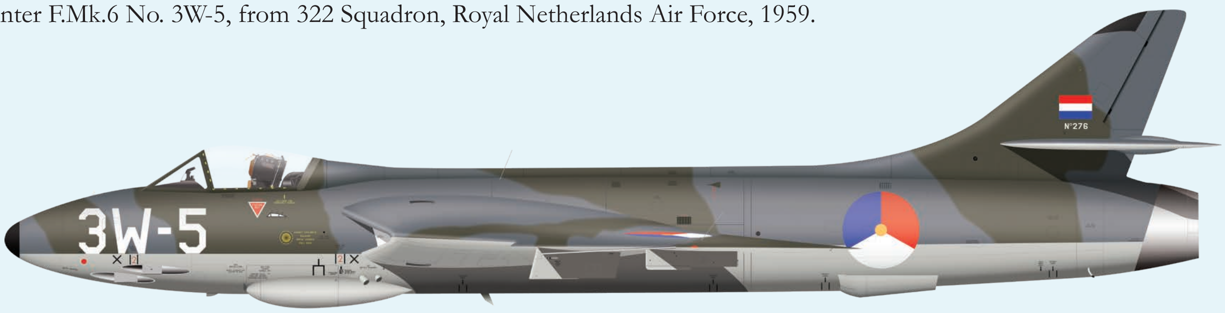


The only photograph available of Hunter F.Mk.71 No. J-706, which crashed with T.Mk.72 J-719 on July 13, 1970, its pilot, Captain Luis Corsi Ceroni, died. (Via Dan Toro)

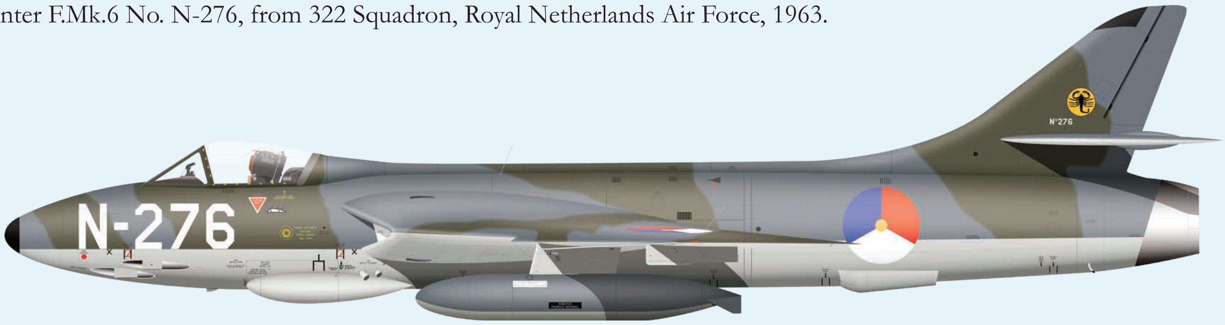
Service Log

Date	Organization	Model	ID	Details
00-00-1958	Fokker	F.Mk.6	M-361	Built.
19-01-1959	Fokker	F.Mk.6		Delivered to the Royal Netherlands Air Force.
19-01-1959	RNAF	F.Mk.6	3W-5	Assigned to 322 Squadron.
20-03-1960	RNAF	F.Mk.6	N-276	Transferred to 324 Squadron.
11-01-1962	RNAF	F.Mk.6	N-276	Undergoing Major Maintenance (IRAN).
25-07-1962	RNAF	F.Mk.6	N-276	Transferred to 325 Squadron.
27-09-1966	RNAF	F.Mk.6	N-276	Retired from service recording 863:32 flight hours.
27-09-1966	HSA	F.Mk.6	G-9-224	Purchased for FGA.Mk.9 upgrade.
07-02-1968	HSA	F.Mk.71	J-706	Delivered to the Chilean Air Force.
00-06-1968	FACh	F.Mk.71	J-706	Assembled and assigned to Aviation Group No. 7
13-07-1970	FACh	F.Mk.71	J-706	Crashed, Captain Luis Corsi Ceroni died.
00-00-1970	FACh	F.Mk.71	J-706	Written off.

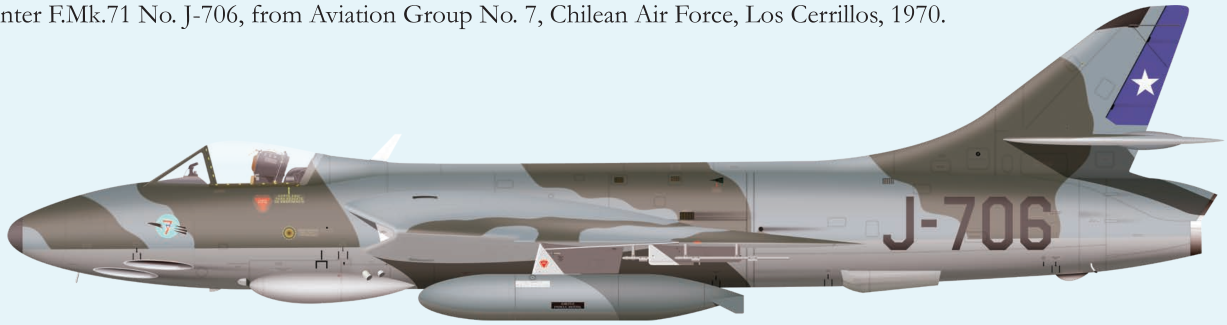
Hunter F.Mk.6 No. 3W-5, from 322 Squadron, Royal Netherlands Air Force, 1959.



Hunter F.Mk.6 No. N-276, from 322 Squadron, Royal Netherlands Air Force, 1963.



Hunter F.Mk.71 No. J-706, from Aviation Group No. 7, Chilean Air Force, Los Cerrillos, 1970.



J-707

Service in the RNAF

This Hunter was built in 1958 as an F.Mk.6 model by the Netherlander company Fokker with the c/n 8938, manufacturing number M-338 and registered with No. N-262. It was delivered to the Royal Netherlands Air Force on October 15th 1958, and was assigned to the 325 Squadron, sporting squadron code 4R-11. On March 1st 1960 it was subject to a Depot level inspection. On September 26th 1962, it was reinstated to 325 Squadron, using its registration number as an identifier. It was retired from service on September 28th 1966, having accumulated 1,567:00 flight hours and sold on the same date to HSA as G-9-220. Once modified to the FGA.Mk.9 (F.Mk.71) standard, it was sold to the Chilean Air Force and registered as J-707, and was delivered on January 24th 1968.

Hunter F.Mk.6 No. N-262, belonging to 325 Squadron of the Royal Netherlands Air Force, in the landing phase in the mid-1960s, using sidewinder missile launchers. (NIMH)

Hunter F.Mk.6 No. N-262, belonging to 325 Squadron of the Royal Netherlands Air Force, taxiing in the early 1960s. This aircraft would be converted into F.Mk.71 (J-707) for the FACh by HSA. (NIMH)

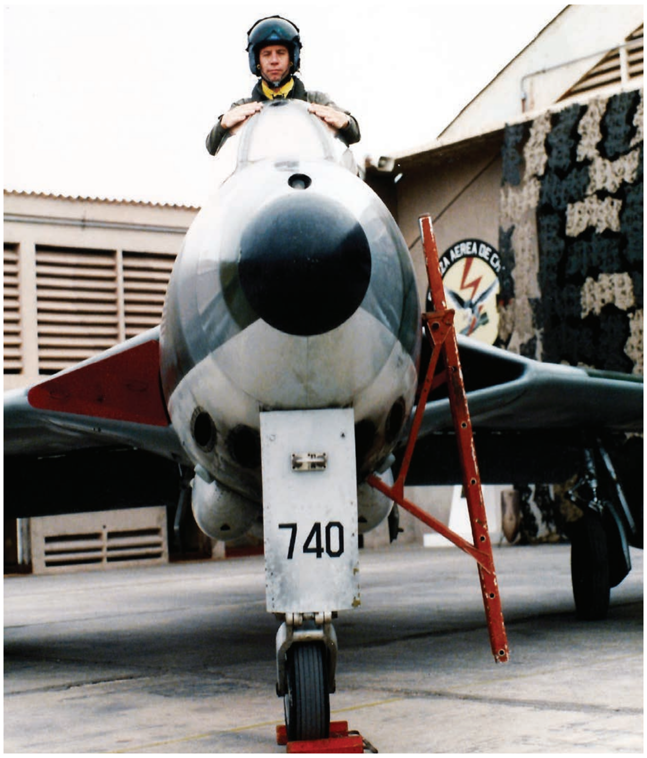
Service in the Chilean Air Force

Hunter J-707 integrated the first batch of 15 aircrafts that HSA converted into FGA.Mk.9 to comply with the FACh HSA/66/C/066 sales contract, dated October 26th 1966. It was transported dismantled from England by sea, in containers. After its assembly by Chilean Air Force mechanics and supported by HSA technicians, it was in flight in mid-1968. It was assigned to Aviation Group No. 7, operating at the "Los Cerrillos" Air Base in Santiago. That same year, along with 15 other Hunters, it participated in the Military Parade fly past.

After that, it participated in various deployments to different zones of the country and to participating in Combined and Joint Exercises with the other branches of the National Defense. On February 19th 1971, after a training mission, it declared an emergency by failing to deploy the landing gear, crash landed on the runway of Los Cerrillos Airport on its external fuel tanks. Although the aircraft was not destroyed and its pilot was unscathed, it had significant damage to the lower fuselage structure and landing gear. Though transferred to the Maintenance Wing and scheduled for recovery locally, this was not possible due to lack of resources, especially because of the embargo and lack of technical assistance by England.

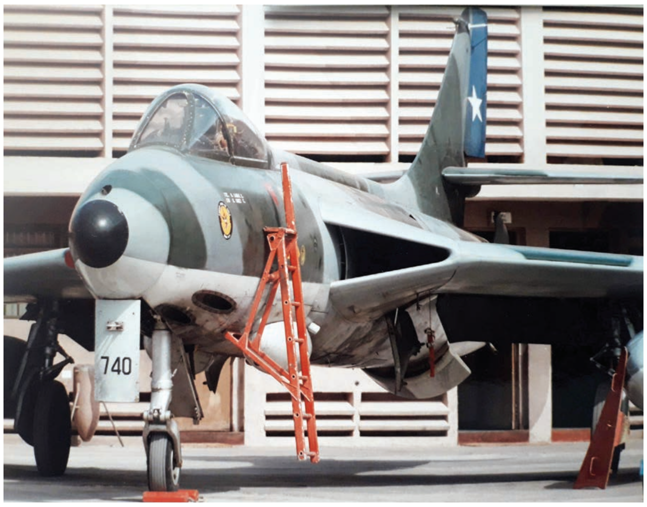
On April 5th 1977 it was written off along with the J-700 aircraft, which was in the same condition, by Logistics Command resolution No. 107/661/24150/S. The history of this aircraft does not end with its withdrawal, since at least the wings were used in the construction of a Hunter F.Mk.71 locally by the Maintenance Wing at El Bosque Air Base, later to become ENAER, in what was called "Project X-001". The fuselage of J-700 and the wings of J-707 were the basis of the fleet's 54th Hunter, used as a test bed for the "Eagle" project and weapons development.

In 1987 the X-001 was transferred to Aviation Group No. 8 with the registration number No. 740, ending its days in the early 1990s.



Lieutenant Carlos Bertens Uthemann posing on Hunter No. 740, the result of the efforts of engineers and technicians of the FACh Maintenance Wing. (Rino Poletti collection)

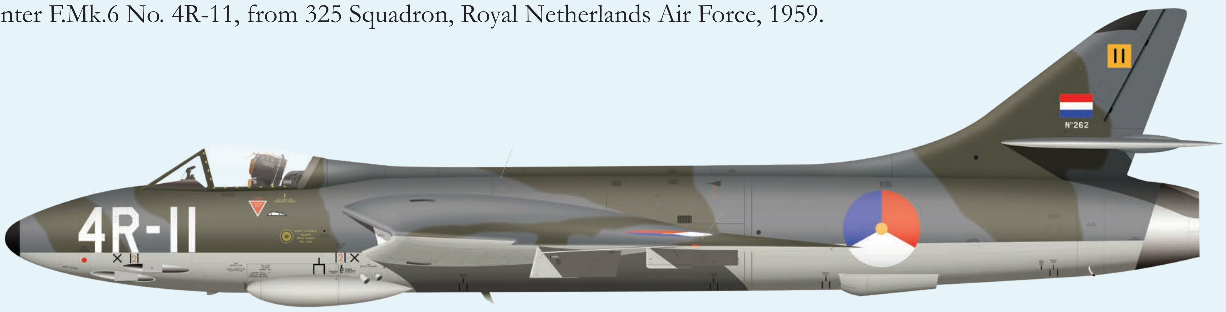
One of the few photographs of Hunter F.Mk.71 No. J-707 from Aviation Group No. 7, operating on the tarmac of Los Cerrillos Airport, next to LAN aircraft in 1968. (FACh)



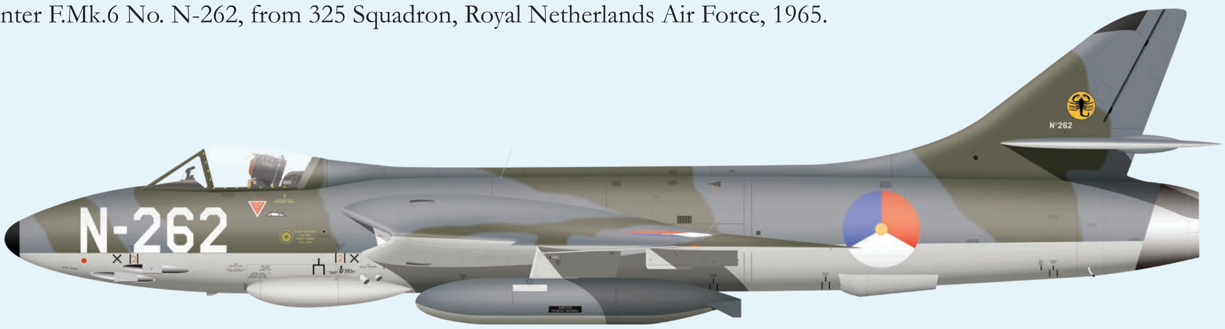
Hunter F.Mk.71 No. 740 from Aviation Group No. 8, parked in the Group's training yard for a photo session in 1988, basis for a publication edited by Rino Poletti Barrios. (Rino Poletti collection)

Service Log

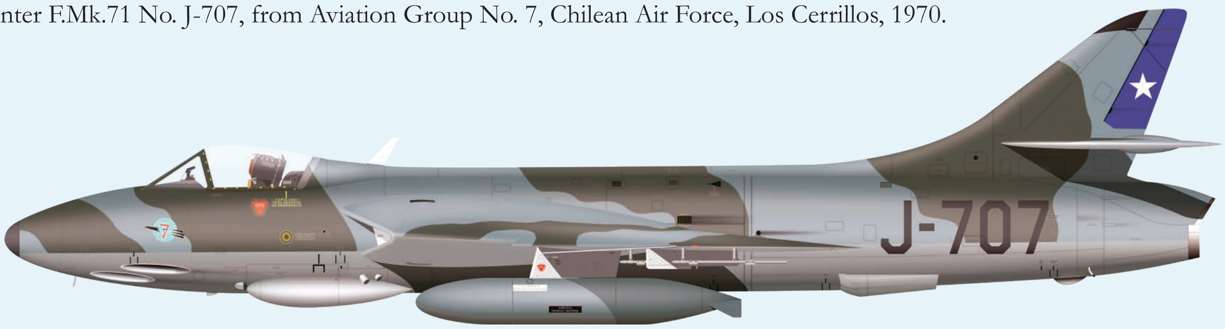
Date	Organization	Model	ID	Details
00-00-1958	Fokker	F.Mk.6	M-338	Built.
15-10-1959	Fokker	F.Mk.6		Delivered to the Royal Netherlands Air Force.
15-10-1959	RNAF	F.Mk.6	4R-11	Assigned to 325 Squadron.
01-03-1962	RNAF	F.Mk.6	N-262	Depot inspection.
26-09-1962	RNAF	F.Mk.6	N-262	Reintegrated into 325 Squadron.
28-09-1966	RNAF	F.Mk.6	N-262	Retired from service recording 1,567:00 flight hours.
28-09-1966	HSA	F.Mk.6	G-9-220	Purchased for FGA.Mk.9 upgrade.
24-01-1968	HSA	F.Mk.71	J-707	Delivered to the Chilean Air Force.
00-06-1968	FACh	F.Mk.71	J-707	Assembled and assigned to Aviation Group No. 7
19-02-1971	FACh	F.Mk.71	J-707	Crash landed in Los Cerrillos Air Base.
05-04-1977	FACh	F.Mk.71	J-707	Discharged, with 319:30 flight hours. Its wings were used to assemble Hunter F.Mk.71 No. X-001.



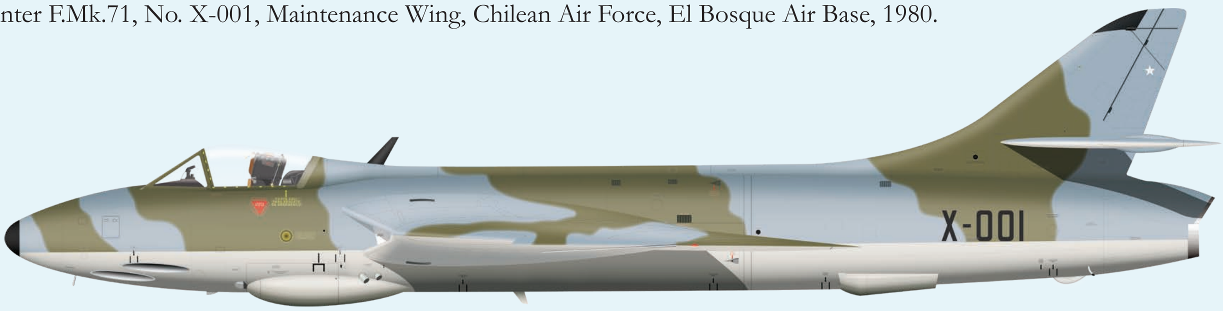
Hunter F.Mk.6 No. 4R-11, from 325 Squadron, Royal Netherlands Air Force, 1959.



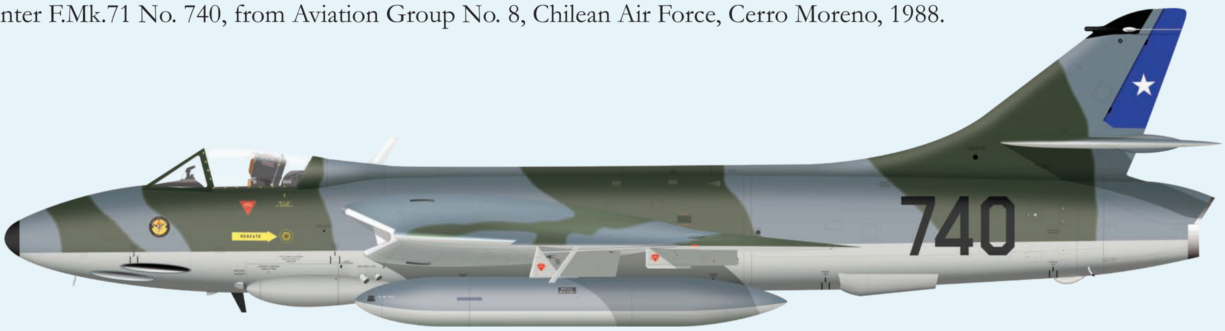
Hunter F.Mk.6 No. N-262, from 325 Squadron, Royal Netherlands Air Force, 1965.



Hunter F.Mk.71 No. J-707, from Aviation Group No. 7, Chilean Air Force, Los Cerrillos, 1970.

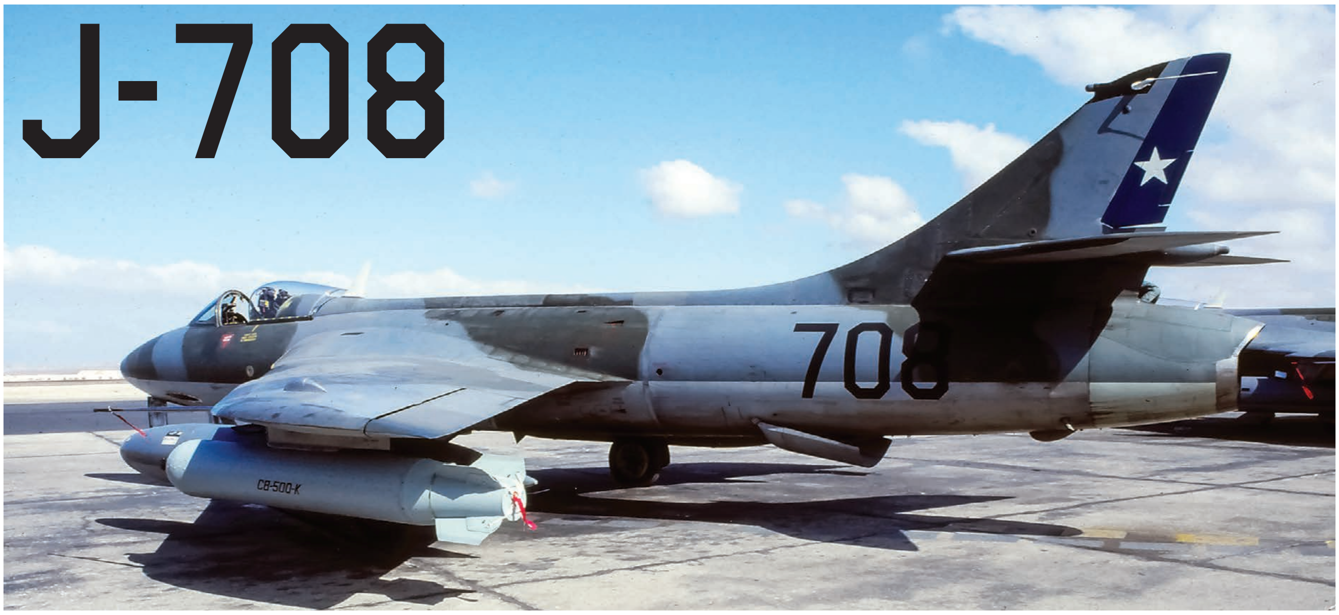


Hunter F.Mk.71, No. X-001, Maintenance Wing, Chilean Air Force, El Bosque Air Base, 1980.



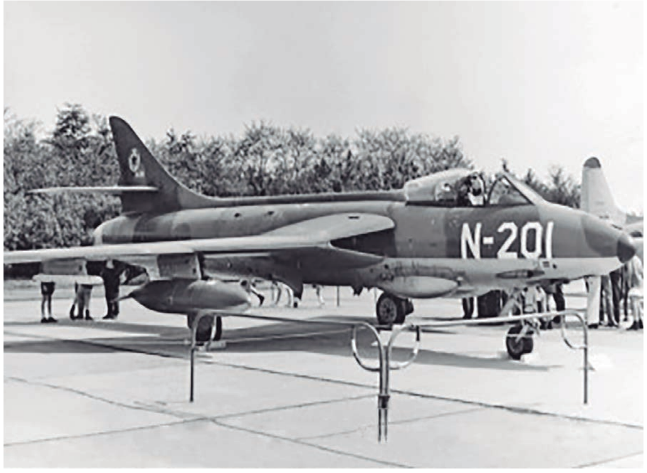
Hunter F.Mk.71 No. 740, from Aviation Group No. 8, Chilean Air Force, Cerro Moreno, 1988.

J-708



Service in the RNAF

This Hunter was built in 1957 by Fokker as model F.Mk.6, c/n 8788, manufacturing number M-188. On 17/10/1957 it was handed over to the Royal Netherlands Air Force and assigned to the Armament Maintenance Squadron. On 29/01/1958, it is assigned to 324 Squadron with squadron identifier 3P-1. On 16/11/1960, an IRAN inspection is performed, using identifier N-201. In 1961 it was transferred to 325 Squadron and later is deployed to Mokmer Air Base in the island of Biak in Papua New Guinea, during that crisis, carrying out patrol and reconnaissance missions. On 09/08/1966 it is withdrawn from service logging 1,284:03 flight hours. On 09/08/1966 is purchased by HSA to be converted to model FGA.Mk.9 (F.Mk.71) to be sold to the Chilean Air Force and delivered on 21/02/1968, with registration number J-708.

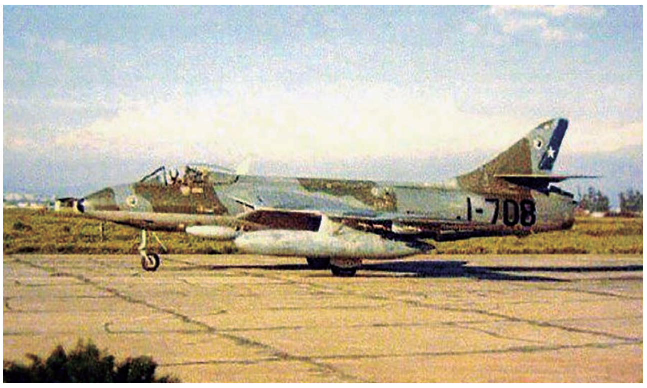


Hunter F.Mk.6 No. N-201 belonging to 325 Squadron of the RNAF, during a demonstration on the island of Biak, circa 1962. (KLu)

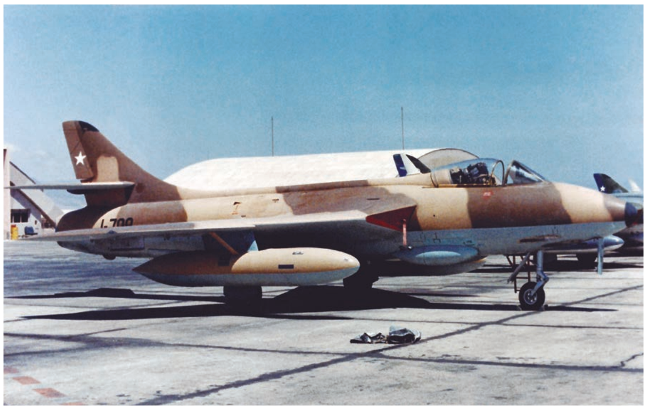
Hunter F.Mk.6 flight line from 325 Squadron at Leeuwarden Air Force Base, March 1965. The second of the line is No. N-201 which would later become the J-708 in the FACh. (NIMH)

Service in the Chilean Air Force

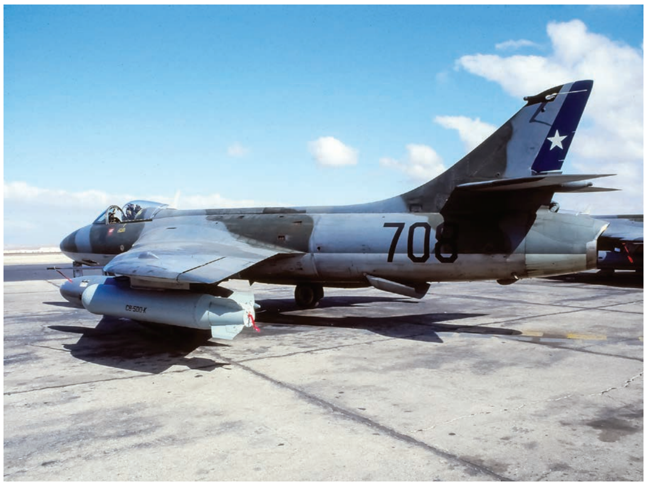
Hunter J-708 is transported from England in containers and once arrived is assembled and assigned to Aviation Group No. 7. In May 1970 it was transferred to Aviation Group No. 9, in Puerto Montt. On 20/03/1975 it was transferred to Cerro Moreno Air Base, Antofagasta and during 1976 coated with the desert painting scheme. In 1976, it was selected for integration of the Shafrir II air-to-air missile by Israeli technicians at the Maintenance Wing. In 1978 it carried out patrol and intercept missions during the Beagle Crisis, in Punta Arenas. In April 1981, it was re-designated as 708 and in December of the same year transferred to Aviation Group No. 8, due to the deactivation of Aviation Group No. 9. In the mid-1980s it was modified to the "Eagle" Program standard in the Maintenance Wing. On 17/07/1994, while conducting an air-to-ground shooting practice, piloted by Captain Patricio Schnettler Dorner, the aircraft begins to perform a roll during one of the passes. Failing to regain control of the aircraft, the pilot initiates the ejection sequence, however, the seat's exit trajectory hits the ground, the pilot dying instantly. The results of the investigation determined material fatigue on the engine shaft, prompting Hunter's fleet to be withdrawn from service later that year, along with the arrival of the Mirage Elkan.



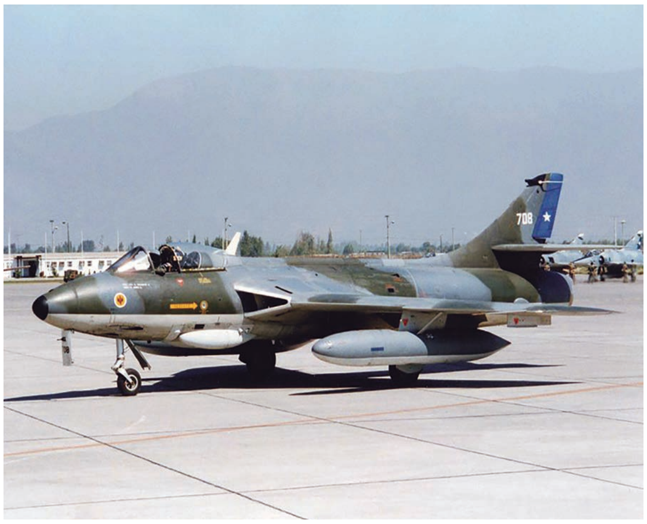
Hunter F.Mk.71 No. J-708, belonging to Aviation Group No. 9, taxiing at Los Cerrillos Airport. (Germán Lüer)



Hunter F.Mk.71 No. J-708 from Aviation Group No. 9, in the flight line at Cerro Moreno Air Base, sporting its desert scheme, circa 1977. (Rino Poletti collection)



Hunter F.Mk.71 No. 708 from Aviation Group No. 8, loaded with Cardoen CB-500K cluster bombs. (Raúl Zamora collection)

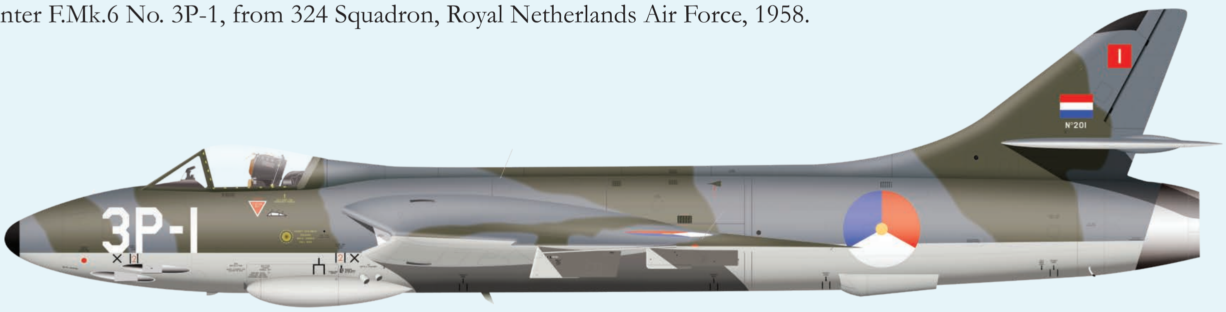


Hunter F.Mk.71 No. J-708 from Aviation Group No. 8, taxing on the tarmac of Pudahuel Air Base, with its last painting scheme in 1994. (Alessandro Bocca)

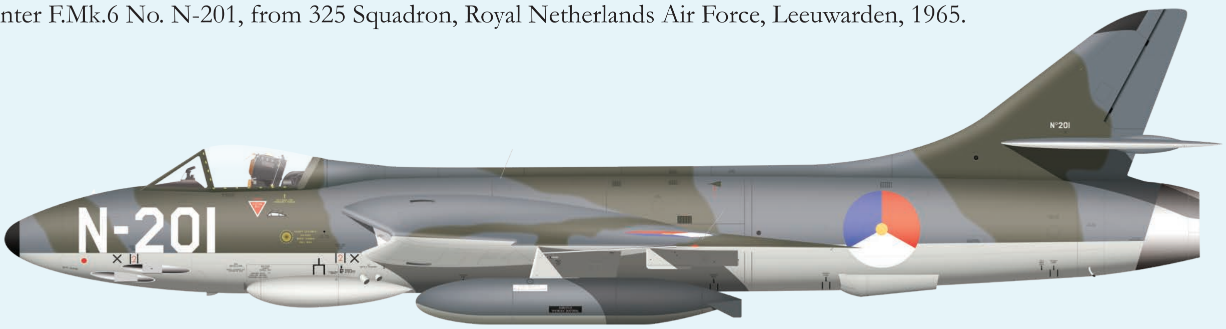
Service Log

Date	Organization	Model	ID	Details
00-00-1957	Fokker	F.Mk.6	M-188	Built.
17-10-1957	Fokker	F.Mk.6		Delivered to the Royal Netherlands Air Force.
29-01-1958	RNAF	F.Mk.6	3P-1	Delivered to 324 Squadron.
16-11-1960	RNAF	F.Mk.6	N-201	IRAN inspection.
00-00-1961	RNAF	F.Mk.6	N-201	Transferred to 325 Squadron.
00-00-1962	RNAF	F.Mk.6	N-201	Deployed to Papua New Guinea.
09-08-1966	RNAF	F.Mk.6	N-201	Retired from service recording 1,284:03 flight hours.
09-08-1966	HSA	F.Mk.6	G-9-217	Purchased for FGA.Mk.9 upgrade.
21-02-1968	HSA	F.Mk.71	J-708	Delivered to the Chilean Air Force.
00-00-1968	FACh	F.Mk.71	J-708	Armed and assigned to Aviation Group No. 7.
08-05-1970	FACh	F.Mk.71	J-708	Transferred to Aviation Group No. 9.
20-03-1975	FACh	F.Mk.71	J-708	Transferred to Cerro Moreno Air Base, Antofagasta.
00-00-1976	FACh	F.Mk.71	J-708	Receive desert paint scheme.
00-00-1976	FACh	F.Mk.71	J-708	It is wired to carry Shafrir air-to-air missiles.
00-00-1978	FACh	F.Mk.71	J-708	Carries out patrol and interception missions during the Beagle Crisis in Punta Arenas.
00-04-1981	FACh	F.Mk.71	708	Registration number is changed to 708.
02-12-1981	FACh	F.Mk.71	708	Transferred to Aviation Group No. 8.
00-00-1983	FACh	F.Mk.71	708	Modified to "Eagle" Program standard.
17-07-1994	FACh	F.Mk.71	708	Crashed, Captain Patricio Schnettler Dorner died.
00-00-1994	FACh	F.Mk.71	708	Written off.

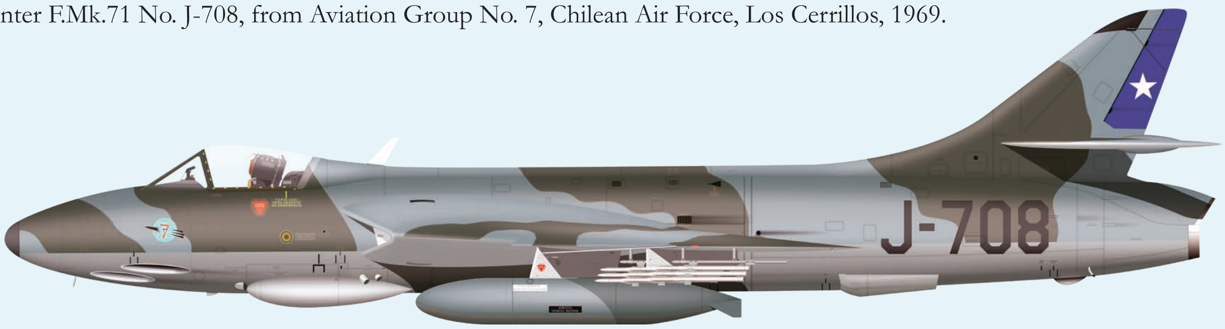
Hunter F.Mk.6 No. 3P-1, from 324 Squadron, Royal Netherlands Air Force, 1958.



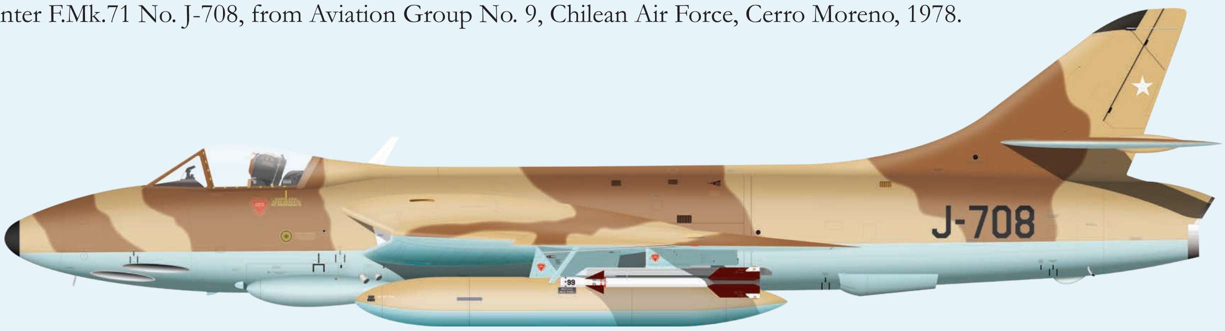
Hunter F.Mk.6 No. N-201, from 325 Squadron, Royal Netherlands Air Force, Leeuwarden, 1965.



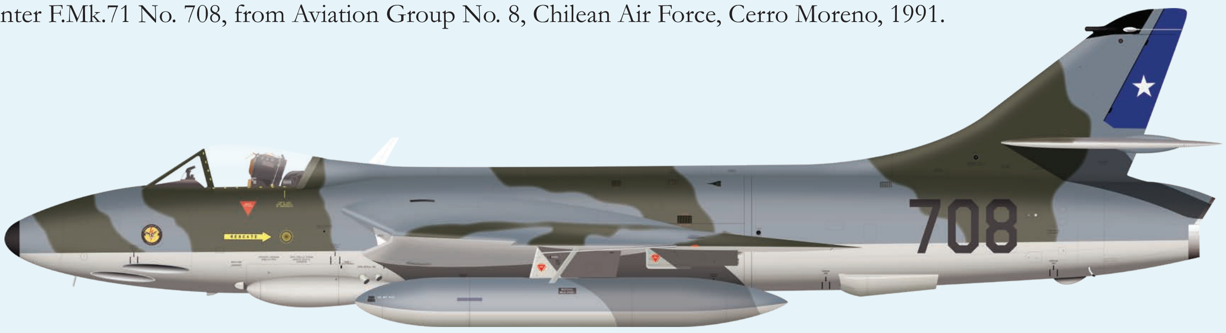
Hunter F.Mk.71 No. J-708, from Aviation Group No. 7, Chilean Air Force, Los Cerrillos, 1969.



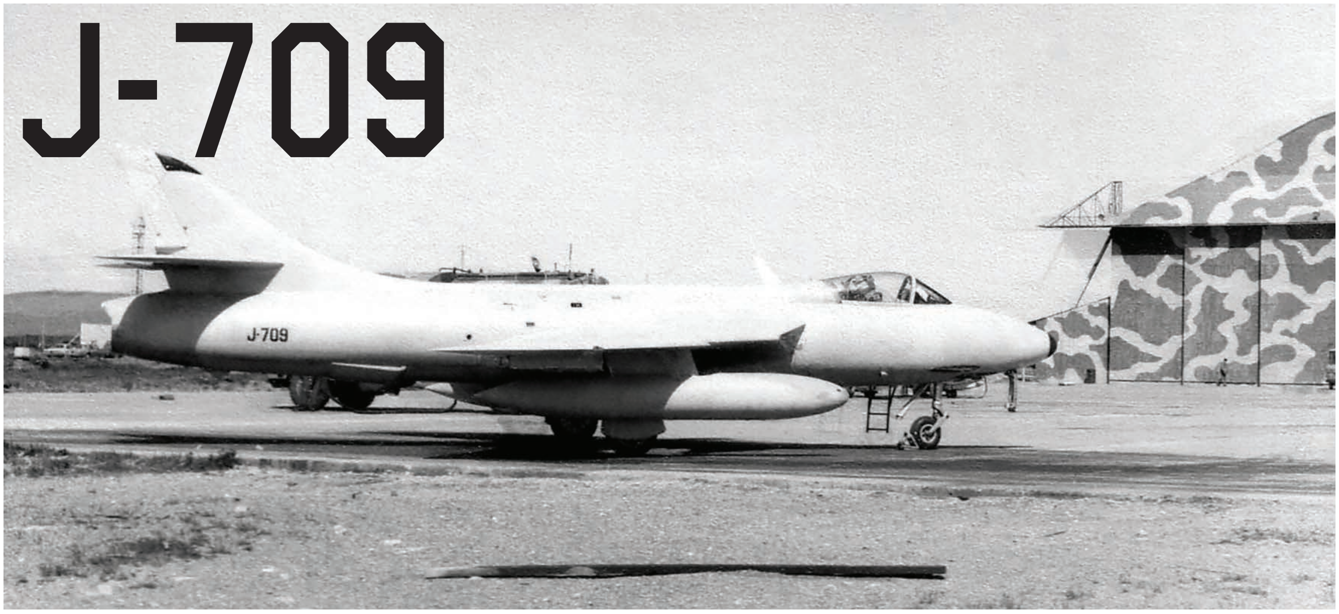
Hunter F.Mk.71 No. J-708, from Aviation Group No. 9, Chilean Air Force, Cerro Moreno, 1978.



Hunter F.Mk.71 No. 708, from Aviation Group No. 8, Chilean Air Force, Cerro Moreno, 1991.



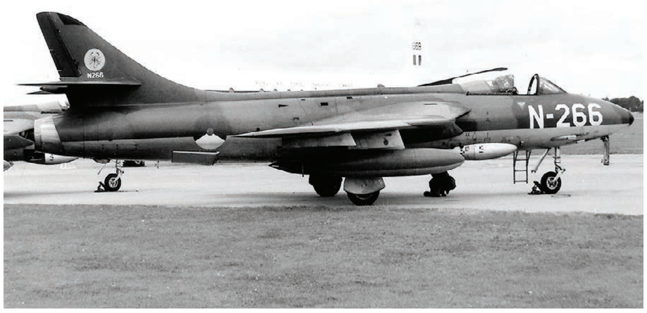
J-709



Service in the RNAF

This Hunter was manufactured by Fokker in 1958 as model F.Mk.6, with c/n 8945, being delivered to the Royal Netherlands Air Force on 01/11/1958 and assigned to 325 Squadron, with the identifier 4R-16. On 04/05/1962 is subject to IRAN inspection. On 22/03/1963, it was transferred to 324 Squadron and transferred back to 325 Squadron on 01/04/1964, until the date of withdrawal from service, on 15/11/1966, having accumulated 1,516:00 flight hours. On the same date it is purchased by HSA, with the registration G-9-228, to be converted to model FGA.Mk.9. On 27/02/1968 is delivered to the Chilean Air Force, as model F.Mk.71, registered as J-709.

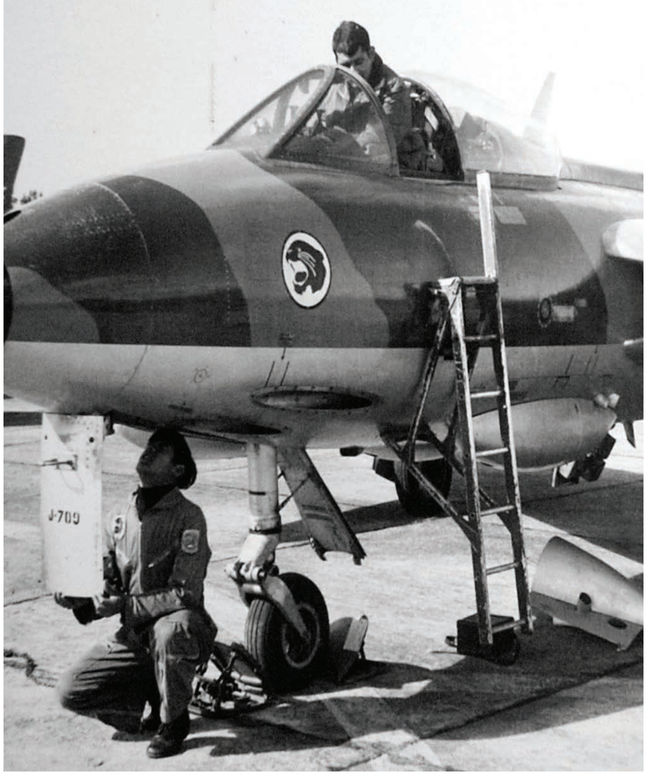
Hunters F.Mk.6 No. N-282, N-202, N-210, N-266, N-260, N-222 on the flight line, from 325 Squadron of the Royal Netherlands Air Force, Soesterberg Air Force Base, 1967. (KLu)



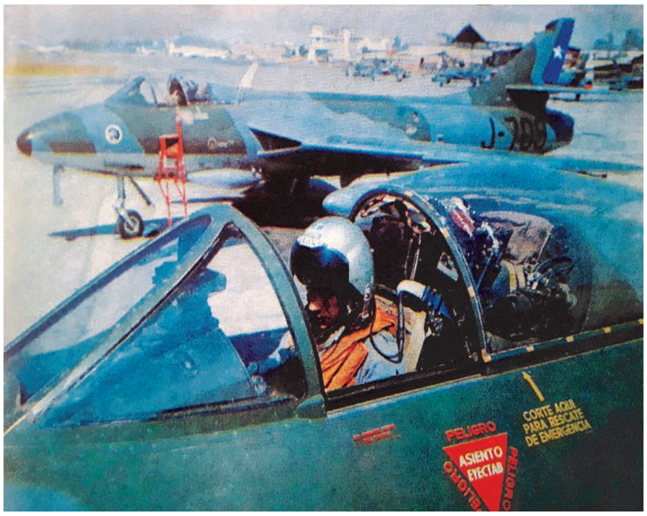
Hunter F.Mk.6 No. N-266 belonging to 325 Squadron, during a visit to the RAF Benson Air Base, for the Battle of England Celebration, on September 17th 1960. (Via Harry Prins)

Service in the Chilean Air Force

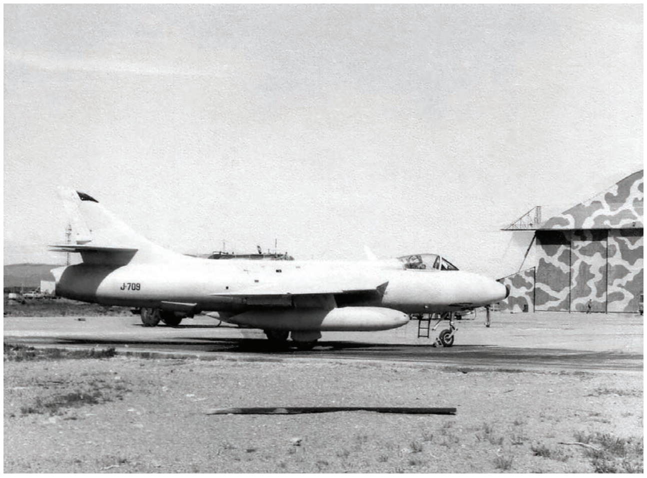
In mid-1968 it was assembled and assigned to Aviation Group No. 7. On May 8th 1970, it was assigned to Aviation Group No. 9, and transferred to Puerto Montt. On March 20 th 1975 it was transferred to Antofagasta. In 1976 it was painted with the desert scheme. In 1977 it was selected alongside Hunter No. J-710 to be converted into a strategic reconnaissance aircraft, for which they were transferred to the Maintenance Wing, where the installing of the high-resolution cameras in the gun pack took place previously used by the RT-33A, with the removal of the typical “Sabrinas”. These planes were called “Hunter Eye” by their crews. Both aircraft also received a low-visibility paint scheme in mid 1978, similar to that used by J-703 in 1975. During the Beagle Crisis, both aircraft made reconnaissance flights over Argentine territory. In April 1981 it was registered as 709 and on December 2nd of that year it was transferred to Aviation Group No. 8, due to the deactivation of Group No. 9. On July 23rd 1983, it made an emergency landing, piloted by Captain Carlos Bertens Uthemann, who ejected the canopy before ejecting; however, he remained on the plane until its full stop, without suffering injuries. The 709, however, suffered extensive damage that did not allow it to be recovered, and was written off.



Hunter F.Mk.71 No. J-709, belonging to Aviation Group No. 9, is inspected by maintenance specialists at El Tepual Air Base, Puerto Montt, circa 1971. (Via Anselmo Aguilar)



Hunter F.Mk.71 No. J-709, belonging to Aviation Group No. 9, operating at Los Cerrillos Airport in 1970. In the foreground, Lieutenant Hernán Gabrielli Rojas. (FACh)

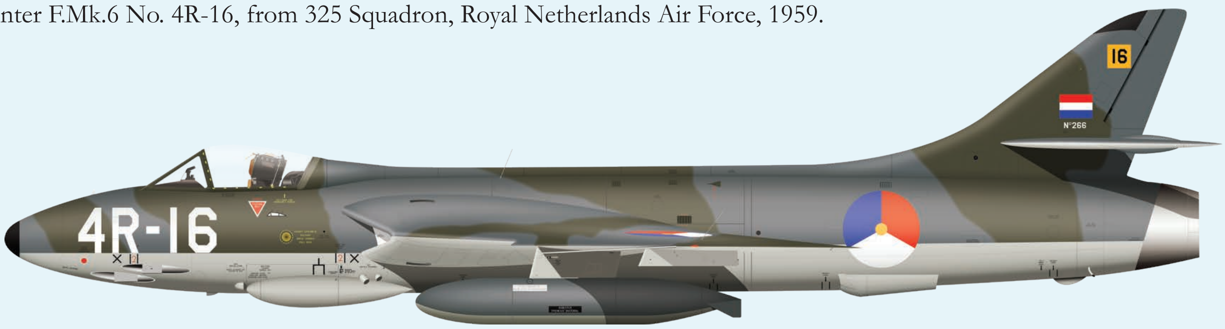


Hunter F.Mk.71 No. J-709, belonging to Aviation Group No. 9, sporting its ad-hoc modification for reconnaissance and its low visibility scheme in 1978, Puerto Montt. (Via Germán Pica)

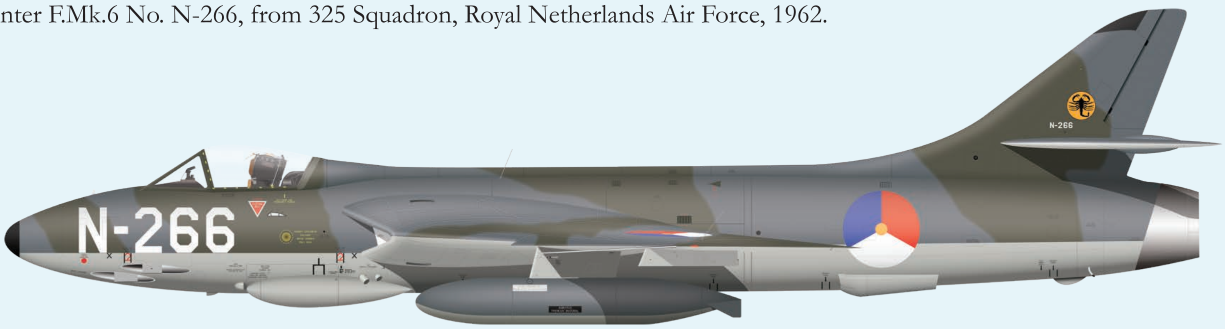
Service Log

Date	Organization	Model	ID	Details
00-00-1958	Fokker	F.Mk.6		Built.
01-11-1958	Fokker	F.Mk.6		Delivered to the Royal Netherlands Air Force.
01-11-1958	RNAF	F.Mk.6	4R-16	Delivered to 325 Squadron.
04-05-1962	RNAF	F.Mk.6	N-266	IRAN inspection.
22-03-1963	RNAF	F.Mk.6	N-266	Transferred to 324th Squadron.
01-04-1964	RNAF	F.Mk.6	N-266	Transferred to 325 Squadron.
15-11-1966	RNAF	F.Mk.6	N-266	Retired from service recording 1,516:00 flight hours.
15-11-1966	HSA	F.Mk.6	G-9-228	Purchased for FGA.Mk.9 upgrade.
27-02-1968	HSA	F.Mk.71	J-709	Delivered to the Chilean Air Force.
00-00-1968	FACh	F.Mk.71	J-709	Assembled and assigned to Aviation Group No. 7.
08-05-1970	FACh	F.Mk.71	J-709	Transferred to Aviation Group No. 9.
20-03-1975	FACh	F.Mk.71	J-709	Transferred to Cerro Moreno Air Base, Antofagasta.
00-00-1976	FACh	F.Mk.71	J-709	Receive desert paint scheme.
00-00-1978	FACh	F.Mk.71	J-709	Modified in the Maintenance Wing with the installation of an RT-33A camera in the gun pack.
00-00-1978	FACh	F.Mk.71	J-709	Receive low visibility scheme.
00-12-1978	FACh	F.Mk.71	J-709	Carries out reconnaissance missions in Argentine territory during the Beagle Crisis.
00-04-1981	FACh	F.Mk.71	709	Registration number is changed to 709.
02-12-1981	FACh	F.Mk.71	709	Transferred to Aviation Group No. 8.
23-07-1983	FACh	F.Mk.71	709	Crash landing, Captain Carlos Bertens Uthemann, unharmed.
00-00-1983	FACh	F.Mk.71	709	Written off.

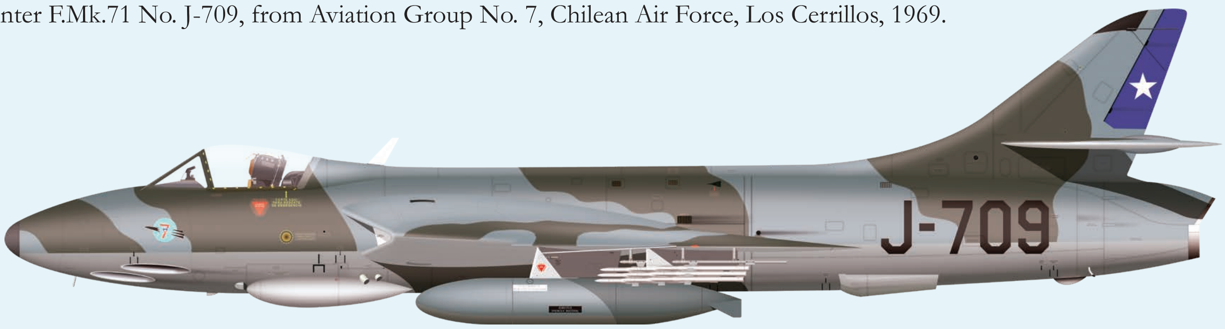
Hunter F.Mk.6 No. 4R-16, from 325 Squadron, Royal Netherlands Air Force, 1959.



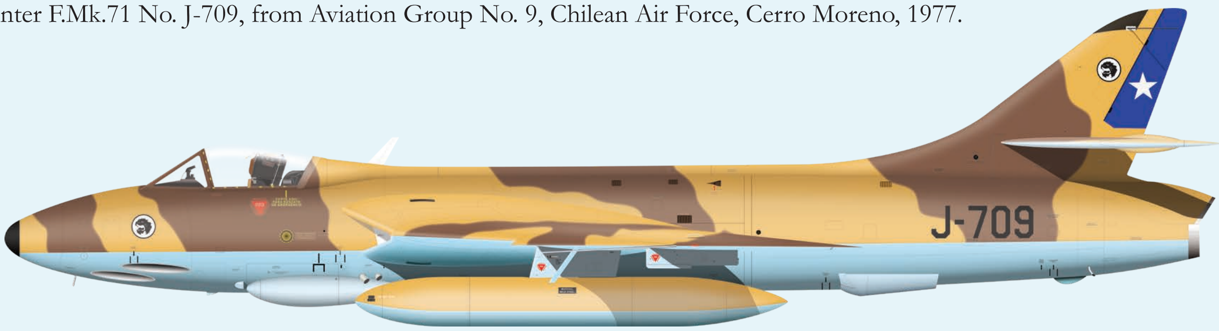
Hunter F.Mk.6 No. N-266, from 325 Squadron, Royal Netherlands Air Force, 1962.



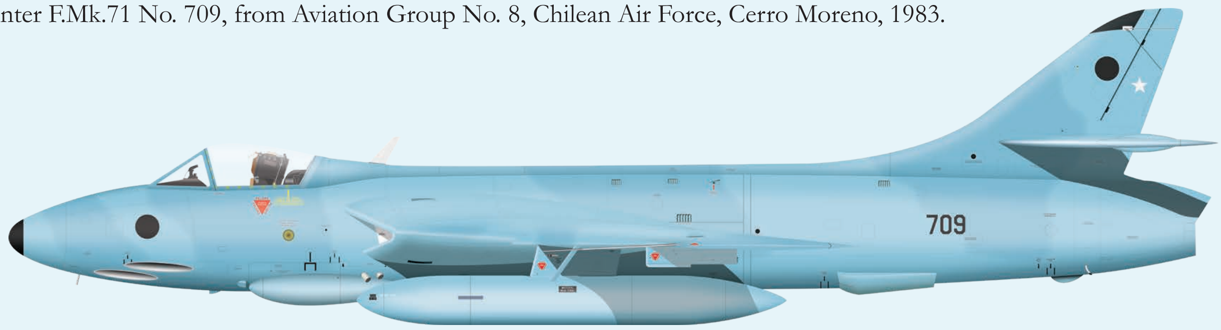
Hunter F.Mk.71 No. J-709, from Aviation Group No. 7, Chilean Air Force, Los Cerrillos, 1969.



Hunter F.Mk.71 No. J-709, from Aviation Group No. 9, Chilean Air Force, Cerro Moreno, 1977.



Hunter F.Mk.71 No. 709, from Aviation Group No. 8, Chilean Air Force, Cerro Moreno, 1983.

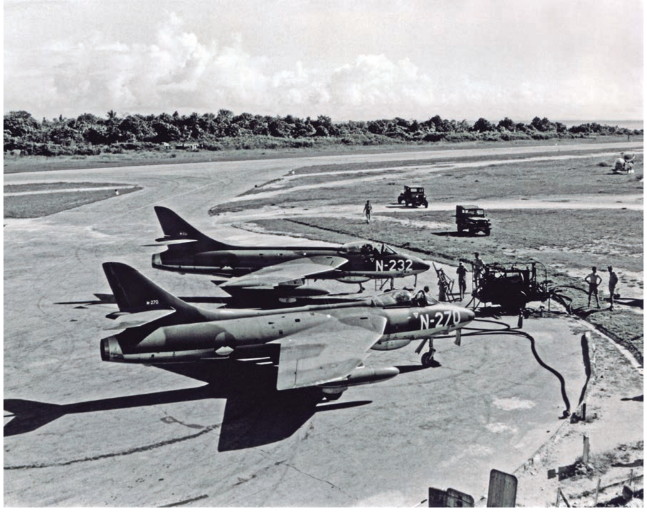


J-710

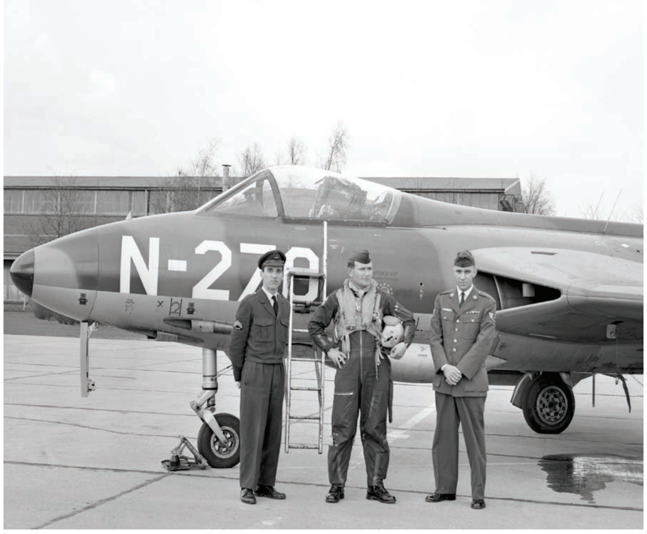
Service in the RNAF

This Hunter was built by the Netherlander Company Fokker during 1958 as Model F.Mk.6 (manufacture No. M-352) and was delivered to the Royal Netherlands Air Force on 13 December 1958 with c/n 8952, being assigned to the 325 Squadron with registration No. 4R-20, at Soesterberg Air Force Base. In 1960, its Squadron identification was removed and it began using its serial number, N-270. On November 2st 1961, it was transferred to 322 Squadron, which carried out operations on Biak Island, Papua New Guinea, Netherlands territory in dispute with Indonesia. It was transferred by ship and had the ability to carry Sidewinder missiles on patrol missions. It subsequently operated from the Jefman Island airfield, once they had to withdraw from Biak Island.

On September 14th 1962, while landing on runway 11 of Mokmer Air Base, it lost one of its wheels from the main landing gear. Fortunately, its pilot, First Lt. P. Jongepier, was unhurt and the plane was recovered and put back into flight. After a major inspection by the Avio-Diepen company in 1963, it was transferred to 325 Squadron on June 11th 1963, operating in that unit until its retirement from service on November 7th 1966, having accumulated a total 770.0 flight hours. On that same date it is purchased by HSA for modifications to the FGA.Mk.9 standard. Later it was sold to the Chilean Air Force along with 20 other aircraft, under the contractual export denomination F.Mk.71, assigning it serial number J-710. The plane is disassembled, containerized and shipped by sea to Chile.



Hunter F.Mk.6 No. N-270 and N-232 from 322 Squadron of the Royal Netherlands Air Force, refueling after a patrol in Papua New Guinea in 1962. (KLu)



Hunter F.Mk.6 No. N-270 celebrating 75,000 radar guided landings. Photographed Sgt. 1st Hoogstraten, 1st Lt. Van Noort (No. 325 Squadron Flight Commander) and Sgt. Sleeper (USAF), 13 April 1965. (KLu)

Service in the Chilean Air Force

In mid-1968, it was assembled and allotted to Aviation Group No. 7, just in time to participate in the formation of 16 Hunter aircraft at the Military Parade fly past that year. It did not reach two years operation with Aviation Group No. 7, when in May 1970 it was assigned to Aviation Group No. 9 and transferred to Puerto Montt, El Tepual Air Base, along with other eleven Hunters.

In 1975 an effort is made to unite the Hunter fleet at Cerro Moreno Air Base and Aviation Group No. 9 is transferred on March 20th to the northern city of Antofagasta. In 1976 it was painted with the desert scheme along with the rest of the Group's aircraft. In 1977, it was selected alongside Hunter No. J-709 to be converted into a strategic reconnaissance aircraft, for which they were transferred to the Maintenance Wing, where one of the high-resolution cameras used by the Lockheed RT-33A is installed in the gun pack, with the removal of the 4 guns. Both aircraft also received a low-visibility paint scheme in mid-1978, similar to that used by the J-703 in 1975. During the Beagle Crisis, both aircraft made reconnaissance flights over Argentine territory (according to testimonies of pilots who made those flights), although there are no official records on the subject. On January 12th 1981, Hunter No. J-710 made its last flight, piloted by Lieutenant Pedro Araya Lindermann. For unknown reasons, Lieutenant Araya crashes his plane South of Antofagasta (close to "El Cobre" cove), losing his life.

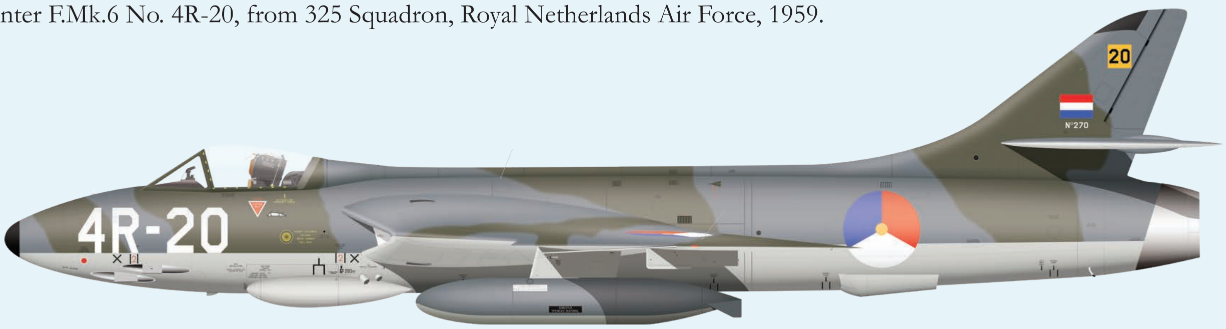
One of the few photographs of Hunter No. 710, in this case on the flight line of Aviation Group No. 7, circa 1969. (FACh)

An exclusive photograph featuring Hunter J-709 and J-710 together, the only ones configured to carry out strategic reconnaissance missions, using its low visibility schemes, Puerto Montt, 1978. (Via Sergio Molina)

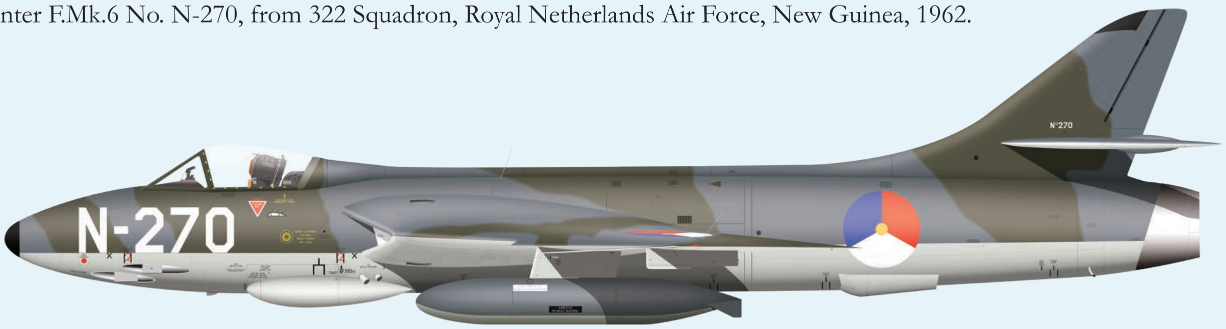
Service Log

Date	Organization	Model	ID	Details
00-00-1958	Fokker	F.Mk.6	M-352	Built.
13-12-1958	RNAF	F.Mk.6	4R-20	Delivered to 325 Squadron.
10-03-1960	RNAF	F.Mk.6	4R-20	IRAN inspection.
21-11-1961	RNAF	F.Mk.6	N-270	Transferred to 322 Squadron, New Guinea.
14-09-1962	RNAF	F.Mk.6	N-270	Damaged during landing, when losing one of its wheels. First Lieutenant P. Jongepier is unhurt.
10-05-1963	RNAF	F.Mk.6	N-270	Major inspection at Avio-Diepen.
01-10-1963	RNAF	F.Mk.6	N-270	Transferred to 325 Squadron.
07-11-1966	RNAF	F.Mk.6	N-270	Retired from service recording 770.0 Flight Hours.
07-11-1966	HSA	F.Mk.6	G-9-219	Purchased for FGA.Mk.9 upgrade.
28-03-1968	HSA	F.Mk.71	J-710	Delivered to the Chilean Air Force.
00-00-1968	FACh	F.Mk.71	J-710	Assembled and assigned to Aviation Group No. 7.
00-05-1970	FACh	F.Mk.71	J-710	Transferred to Aviation Group No. 9.
20-03-1975	FACh	F.Mk.71	J-710	Transferred to Cerro Moreno Air Base, Antofagasta.
00-00-1976	FACh	F.Mk.71	J-710	Receives desert paint scheme.
00-00-1978	FACh	F.Mk.71	J-710	Modified in the Maintenance Wing with the installation of a RT-33A camera in the gun pack.
00-00-1978	FACh	F.Mk.71	J-710	Receives low visibility scheme.
00-12-1978	FACh	F.Mk.71	J-710	Carries out reconnaissance missions in Argentine territory during the Beagle Crisis.
12-01-1981	FACh	F.Mk.71	J-710	Crashed, Lieutenant Pedro Araya Lindermann died.
00-00-1981	FACh	F.Mk.71	J-710	Written off.

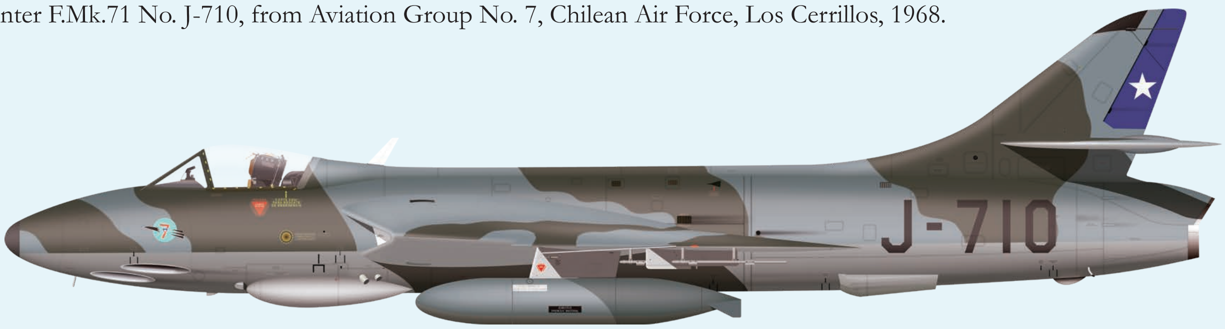
Hunter F.Mk.6 No. 4R-20, from 325 Squadron, Royal Netherlands Air Force, 1959.



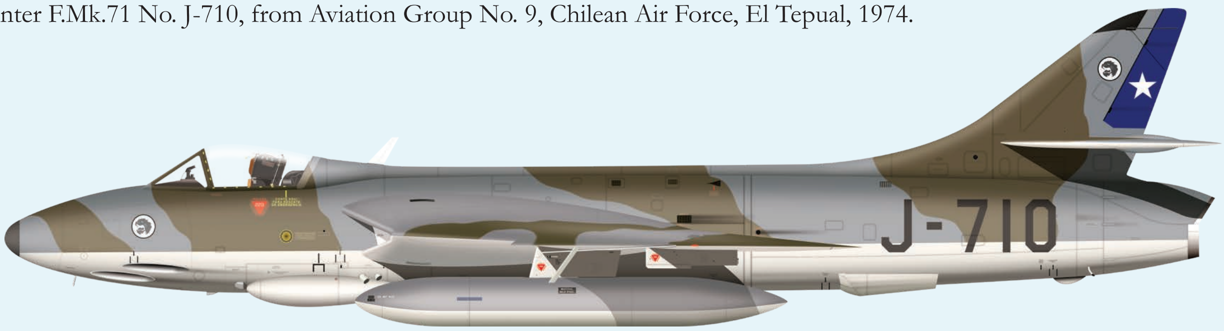
Hunter F.Mk.6 No. N-270, from 322 Squadron, Royal Netherlands Air Force, New Guinea, 1962.



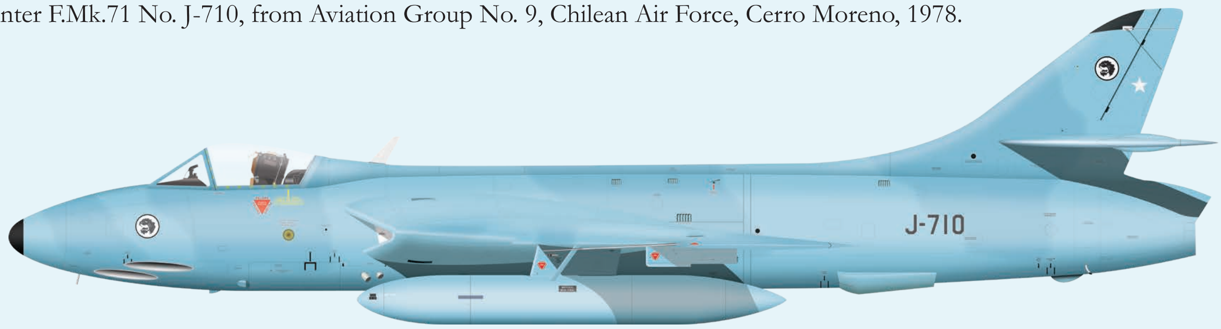
Hunter F.Mk.71 No. J-710, from Aviation Group No. 7, Chilean Air Force, Los Cerrillos, 1968.



Hunter F.Mk.71 No. J-710, from Aviation Group No. 9, Chilean Air Force, El Tepual, 1974.



Hunter F.Mk.71 No. J-710, from Aviation Group No. 9, Chilean Air Force, Cerro Moreno, 1978.



J-711

Service in the RNAF

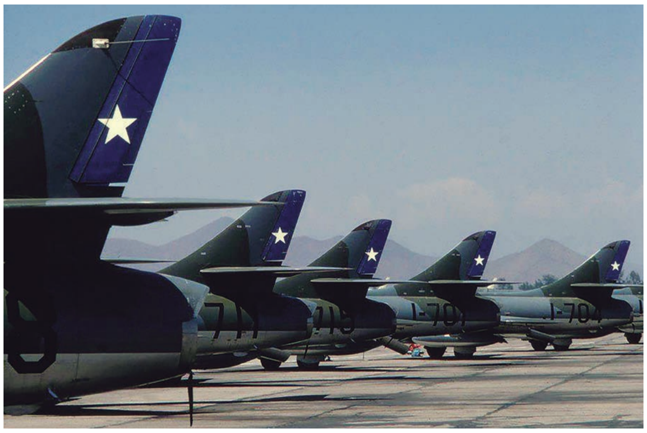
This Hunter was manufactured by Fokker in 1958 as model F.Mk.6, c/n 8962 and manufacturing number M-362. On 04/02/1959, it was handed over to the Royal Netherlands Air Force and assigned to 325 Squadron, with identifier No. 4R-6. On 08/06/1961, it is subject to IRAN inspection. On 20/02/1962, it was transferred to 322 Squadron, being moved to Papua New Guinea for patrols and interceptions during that crisis. On 10/05/1963 it undergoes further inspection at Avio-Diepen. On 14/10/1963, it was transferred to 325 Squadron again, to be removed from service on 01/11/1966, having accumulated 687.0 flight hours. On the same date it is purchased by HSA with the registration G-9-225 to be converted to model FGA.Mk.9 and later sold to the Chilean Air Force as F.Mk.71, being registered as J-711 and delivered on 9April 1968.

Hunter F.Mk.6 No. N-277 belonging to 325 Squadron of the Royal Netherlands Air Force, using the pylons and Sidewinder air-to-air missile launcher. (KLu)

Hunter F.Mk.6 No. N-277, belonging to 325 Squadron of the Royal Netherlands Air Force, operating in cold weather. (KLu)

Service in the Chilean Air Force

Hunter J-711 was transported in containers by sea from England in 1968, being assembled and registered in Aviation Group No. 7. On 8 May 1970 it was part of the 12 aircraft designated to be transferred to Aviation Group No. 9 and was transferred to its new unit based in Puerto Montt, El Tepual Air Base. The logistical problems faced by the High Command of the FACh in order to keep Hunter aircraft operational in different parts of the country, forced him to move Aviation Group No. 9 to Antofagasta on 20 March 1975. This aircraft reached to operate one year and on 23/04/1976, while performing a shooting practice on the shooting range, crashed, probably by a spatial disorientation, killing its pilot, Captain Sergio Poblete Galzadet. It was deregistered on 29 June 1976 by order of Logistics Command No. 182/1016/25-141/D.



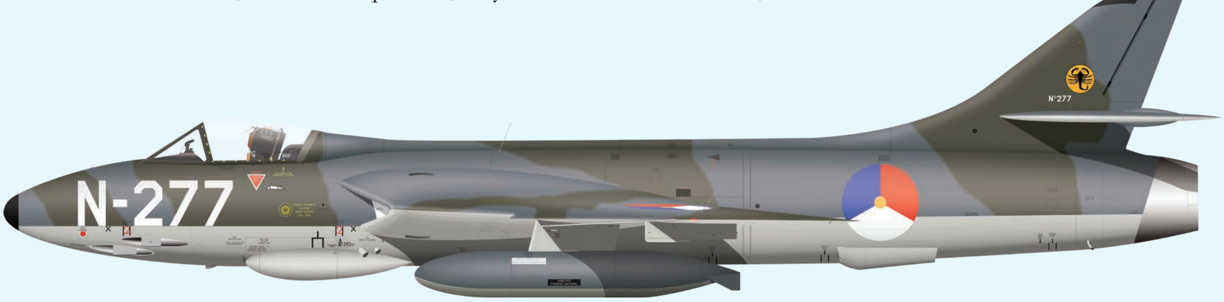
Hunter F.Mk.71 No. J-711, on the aircraft line of Aviation Group No. 7, parked in the tarmac of Los Cerrillos Airport, circa 1969. Aerials of ILS system can be seen. (FACh)

Hunter F.Mk.71 No. J-711, on the flight line of Aviation Group No. 9, parked in the tarmac of Cerro Moreno Air Base, Antofagasta, circa 1975. (Via Anselmo Aguilar)

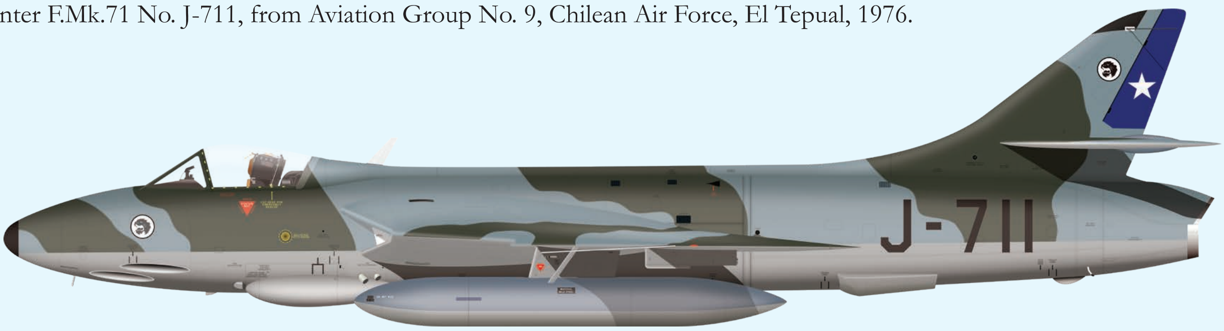
Service Log

Date	Organization	Model	ID	Details
00-00-1958	Fokker	F.Mk.6	M-362	Built.
04-02-1959	Fokker	F.Mk.6		Delivered to the Royal Netherlands Air Force.
04-02-1959	RNAF	F.Mk.6	4R-6	Delivered to 325 Squadron.
00-00-1960	RNAF	F.Mk.6	N-277	Identification is changed.
08-06-1961	RNAF	F.Mk.6	N-277	IRAN inspection.
20-02-1962	RNAF	F.Mk.6	N-277	Transferred to 322 Squadron, New Guinea.
10-05-1963	RNAF	F.Mk.6	N-277	Major inspection at Avio-Diepen.
14-10-1963	RNAF	F.Mk.6	N-277	Transferred to 325 Squadron.
01-11-1966	RNAF	F.Mk.6	N-277	Retired from service recording 687.0 Flight Hours.
01-11-1966	HSA	F.Mk.6	G-9-225	Purchased for FGA.Mk.9 upgrade.
09-04-1968	HSA	F.Mk.71	J-711	Delivered to the Chilean Air Force.
00-00-1968	FACh	F.Mk.71	J-711	Assembled and assigned to Aviation Group No. 7.
08-05-1970	FACh	F.Mk.71	J-711	Transferred to Aviation Group No. 9.
20-03-1975	FACh	F.Mk.71	J-711	Transferred to Cerro Moreno Air Base, Antofagasta.
23-04-1976	FACh	F.Mk.71	J-711	Crashed, Captain Sergio Poblete Galzadet died.
29-06-1976	FACh	F.Mk.71	J-711	Discharged.

Hunter F.Mk.6 No. N-277, from 325 Squadron, Royal Netherlands Air Force, 1963.



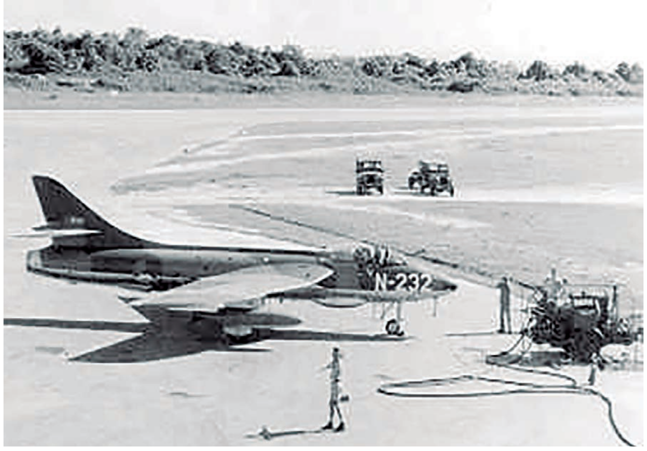
Hunter F.Mk.71 No. J-711, from Aviation Group No. 9, Chilean Air Force, El Tepual, 1976.



J-712

Service in the RNAF

This Hunter was built in 1957 by the Fokker company, as model F.Mk.6, c/n 8871, manufacturing number M-271. On 08/04/1958 it was handed over to the Royal Netherlands Air Force and assigned to 322 Squadron. In early 1961 it was subject to IRAN inspection. On 20/10/1961 it was deployed to New Guinea, Mokmer Airfield. In mid-1963 it underwent a second IRAN inspection, at the end of which, in November, it was transferred to 324 Squadron and in September of the year following 325 Squadron. On 15/11/1966 it was removed from service, having accumulated 1,144:00 flight hours. That same date is purchased by HSA with the registration G-9-221, to be converted into model FGA.Mk.9. On 24/04/1968 is delivered to the Chilean Air Force, as model F.Mk.71, with the registration number J-712.



Hunter F.Mk.6 No. N-232, belonging to 322 Squadron of the Royal Netherlands Air Force, operating at Mokmer Airfield on Biak Island during the Crisis in New Guinea in 1961. (KLu)

Hunter F.Mk.6 No. N-232, belonging to 322 Squadron of the Royal Netherlands Air Force, in maintenance at Mokmer Airfield on Biak Island, during the Crisis in New Guinea in 1961. (KLu)

Service in the Chilean Air Force

Hunter J-712 is transported disassembled in containers from England, by sea and assembled in mid-1968, and assigned to Aviation Group No. 7. On 8 May 1970, it was selected along with 11 other mono-reactor aircraft to integrate the new inventory of Aviation Group No. 9 in Puerto Montt, El Tepual Air Base. During a maintenance inspection, its ejection seat is triggered, causing the death of the armorer who operated it. On 20 March 1975, it was transferred to Cerro Moreno Air Base in Antofagasta with Aviation Group No. 9. In 1976 the desert paint scheme was applied and in the second half of that year it was selected to be wired to operate the Shafrir 2 missile, being the first aircraft to receive this modification, made by Israeli specialists in the Maintenance Wing dependencies. During the

Beagle crisis in December 1978, it operated in Punta Arenas, conducting interceptions of Argentine raiders. In April 1981 it was re-designated as 712 and on 2 December 1981 it was transferred to Aviation Group No. 8. In the mid-1980s it received modifications to the "Eagle" Project, being one of two aircraft that used a version of the RWR "Caiquén I" whose antenna was at the tip of the vertical stabilizer (like some of the versions of the A-4 Skyhawk). During an engine test in 1988, it exploded, causing a fire and damage to the structure of the aircraft, so it was not possible to recover it, being discharged. In the early 1990s, it was restored by the National Aeronautical and Space Museum of Chile and donated to the School of Specialties for the technical instruction of students and where it is currently as a monument, in front of the building of the Staff of that Institute. This aircraft is the only Hunter aircraft of Netherlands origin (Ex F.Mk.6 No. 232) that was preserved.

Hunter F.Mk.71 No. J-712 of the Chilean Air Force Aviation Group No. 9, flying in the northern zone, before using its desert scheme. Bears the "Black Panther" Group's emblem. (FACh)

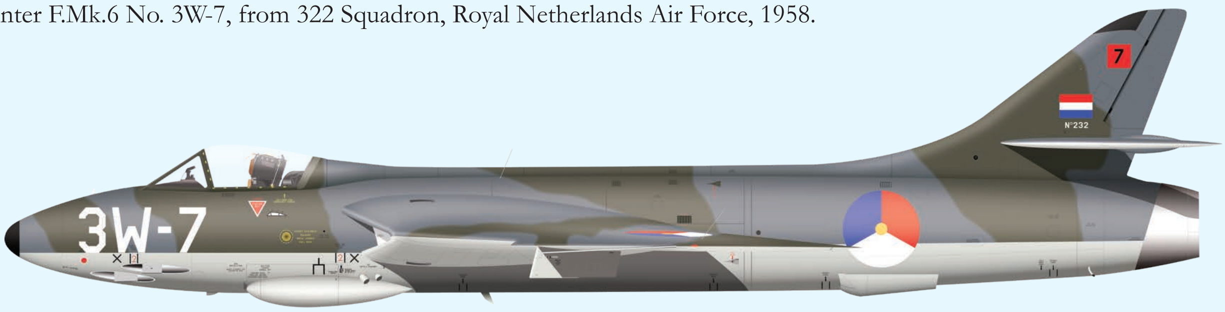
Hunter F.Mk.71 No. J-712 of the Chilean Air Force Aviation Group No. 7, stationed in the tarmac of Los Cerrillos Airport in 1968, next to the LAN Chile aircraft. (FACh)

Hunter F.Mk.71 No. 712, as a monument at the Chilean Air Force Specialty School, very well preserved, using the penultimate painting scheme of Aviation Group No. 8. (Dan Toro)

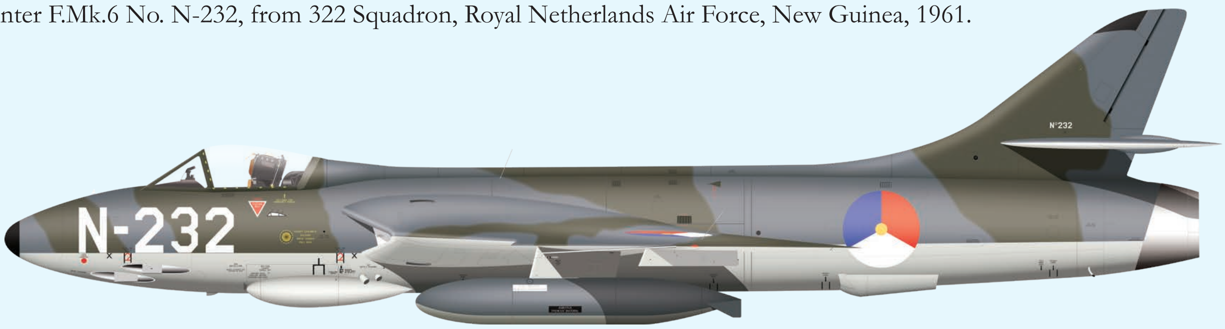
Service Log

Date	Organization	Model	ID	Details
00-00-1957	Fokker	F.Mk.6	M-271	Built.
08-04-1958	Fokker	F.Mk.6		Delivered to the Royal Netherlands Air Force.
08-04-1958	RNAF	F.Mk.6	3W-7	Delivered to 322 Squadron.
00-00-1960	RNAF	F.Mk.6	N-232	Identification is changed.
10-02-1961	RNAF	F.Mk.6	N-232	IRAN inspection.
20-10-1961	RNAF	F.Mk.6	N-232	Deployed to New Guinea, Mokmer.
07-05-1963	RNAF	F.Mk.6	N-232	IRAN inspection.
00-11-1963	RNAF	F.Mk.6	N-232	Transferred to 324 Squadron.
28-09-1964	RNAF	F.Mk.6	N-232	Transferred to 325 Squadron.
15-11-1966	RNAF	F.Mk.6	N-232	Retired from service recording 1,144:00 flight hours.
15-11-1966	HSA	F.Mk.6	G-9-221	Purchased for FGA.Mk.9 conversion.
24-04-1968	HSA	F.Mk.71	J-712	Delivered to the Chilean Air Force.
00-00-1968	FACh	F.Mk.71	J-712	Assembled and assigned to Aviation Group No. 7.
08-05-1970	FACh	F.Mk.71	J-712	Transferred to Aviation Group No. 9.
20-03-1975	FACh	F.Mk.71	J-712	Transferred to Cerro Moreno Air Base, Antofagasta.
00-04-1981	FACh	F.Mk.71	J-712	Re-designated as 712.
02-12-1981	FACh	F.Mk.71	J-712	Transferred to Aviation Group No. 8.
00-00-1983	FACh	MK.71	J-712	Modified to the Eagle standard.
00-00-1988	FACh	F.Mk.71	J-712	Retired from Service.

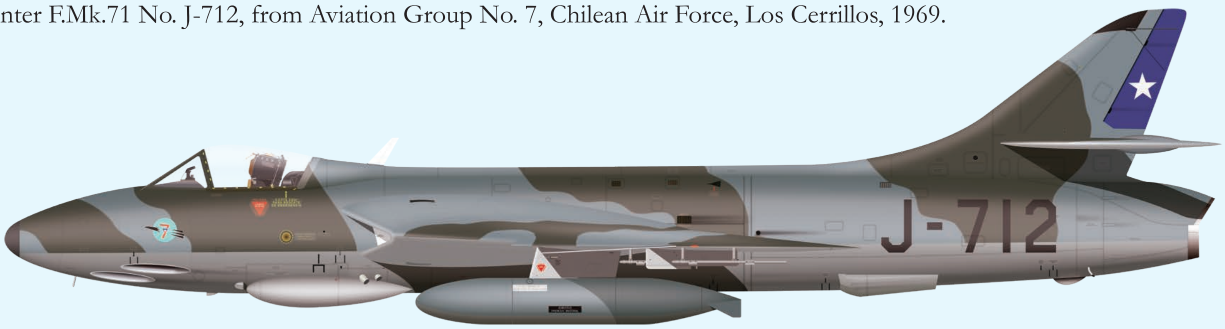
Hunter F.Mk.6 No. 3W-7, from 322 Squadron, Royal Netherlands Air Force, 1958.



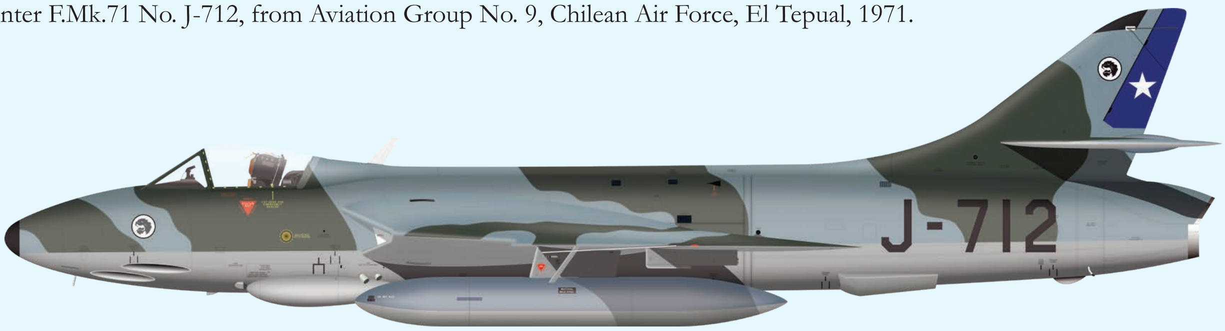
Hunter F.Mk.6 No. N-232, from 322 Squadron, Royal Netherlands Air Force, New Guinea, 1961.



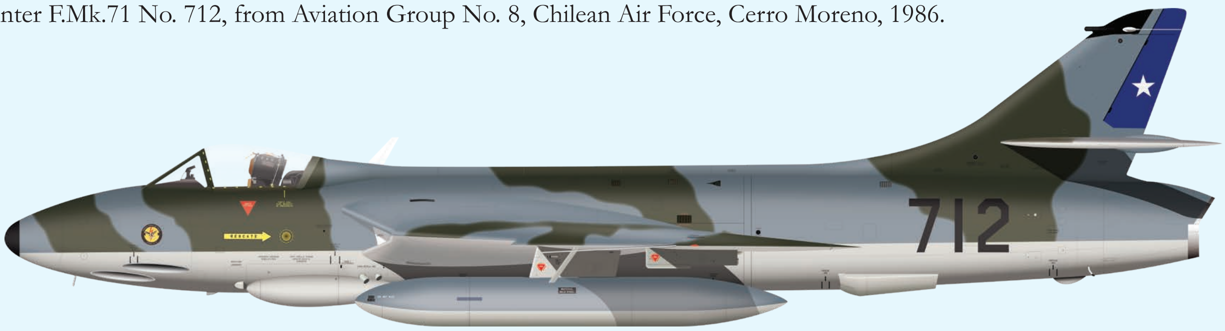
Hunter F.Mk.71 No. J-712, from Aviation Group No. 7, Chilean Air Force, Los Cerrillos, 1969.



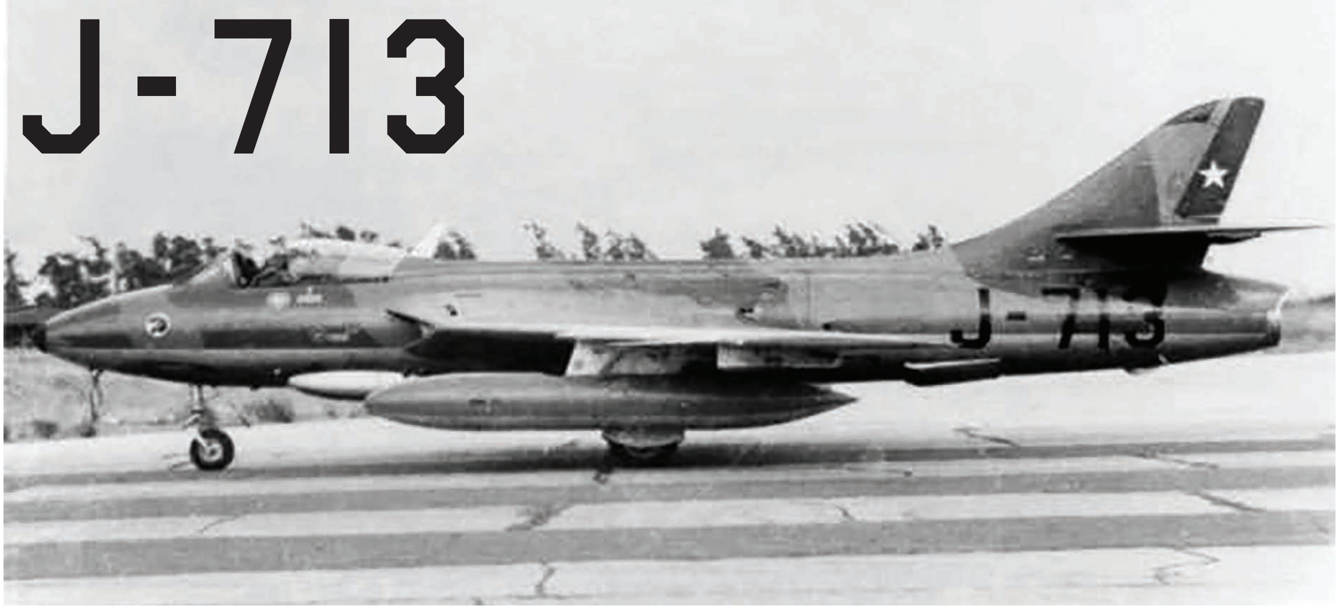
Hunter F.Mk.71 No. J-712, from Aviation Group No. 9, Chilean Air Force, El Tepual, 1971.



Hunter F.Mk.71 No. 712, from Aviation Group No. 8, Chilean Air Force, Cerro Moreno, 1986.



J-713



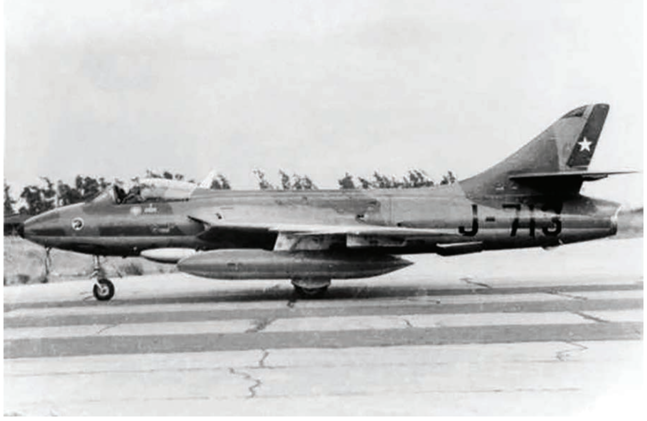
Service in the RNAF

This Hunter was built in 1958 by the Netherlander factory Fokker, as model F.Mk.6, with the construction number (c/n) 8955 and manufacturing number M-355. It was registered in the Royal Netherlands Air Force as the 542th aircraft, on 24/11/1958. On 3 December 1958, it was assigned to 325 Squadron, with squadron identifier No. 4R-24, painted on both sides of the nose, in a large white format. During the year 1960, its squadron identifier was changed to its serial, N-273, with the same format and color. On 24 March 1961 it underwent a major inspection (IRAN). On 15 December 1961 it was transferred to 322 Squadron and was deployed to Papua New Guinea, Mokmer, operating on Biak Island and Jefman Island Airfield during the crisis over the dispute with Indonesia over Papua New Guinea. On 11 April 1963, it underwent major updates to Avio-Diepen. On 26/07/1963, it was transferred to 324 Squadron and the following year, on 15 April 1964, it was transferred to 325 Squadron. On 28 July 1964, it was assigned as a target tug at Leeuwarden Air Force Base. On 29/09/1964 it was transferred to 325 Squadron, where it operated until 18 October 1966, when it was retired from service, having accumulated 664:00 flight hours at KLu. With the same date it is purchased by HSA, with the registration G-9-222, to be converted into a model FGA.Mk.9. On May 21, 1968, it was delivered to the Chilean Air Force as a F.Mk.71 model, with the registration number J-713.

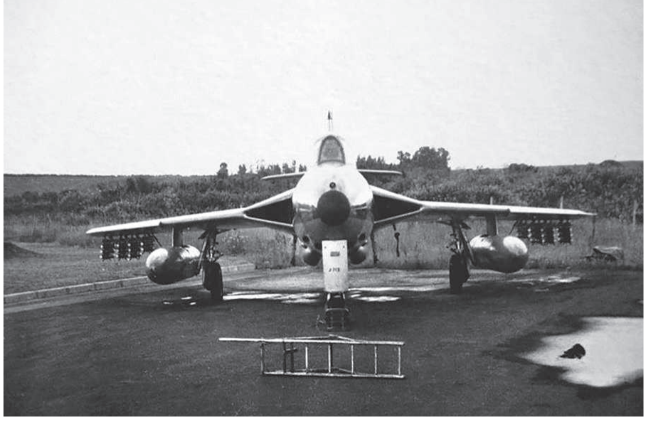
Hunter F.Mk.6 No. N-273, from 325 Squadron of the Royal Netherlands Air Force, preparing to begin a mission. It would later go to the FACh as F.Mk.71 with registration No. J-713. (KLu)

Service in the Chilean Air Force

Hunter J-713 is transported disassembled in containers from England by sea. It is assembled in hangars of Aviation Group No. 7, at Los Cerrillos Air Base by Chilean technicians. It is assigned to Aviation Group No. 7 and begins its short operational life in FACh. On 8 May 1970 it was transferred to Aviation Group No. 9, moving to El Tepual Air Base in Puerto Montt. On 4 July 1974, it made a crash landing with the landing gear retracted, suffering extensive damage to its fuselage, leaving it out of flight and unable to be recovered, being deregistered shortly thereafter.



Hunter F.Mk.71 No. J-713, belonging to the Chilean Air Force Aviation Group No. 9, taxing at El Tepual Air Base. (FACh)

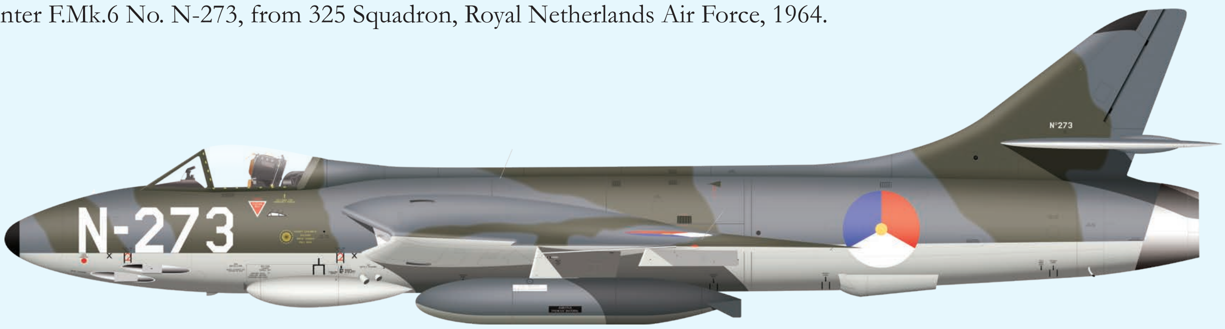


Hunter F.Mk.71 No. J-713, belonging to the Chilean Air Force Aviation Group No. 9, loaded with SURA P-3 rockets at El Tepual Air Base, Puerto Montt. (FACh)

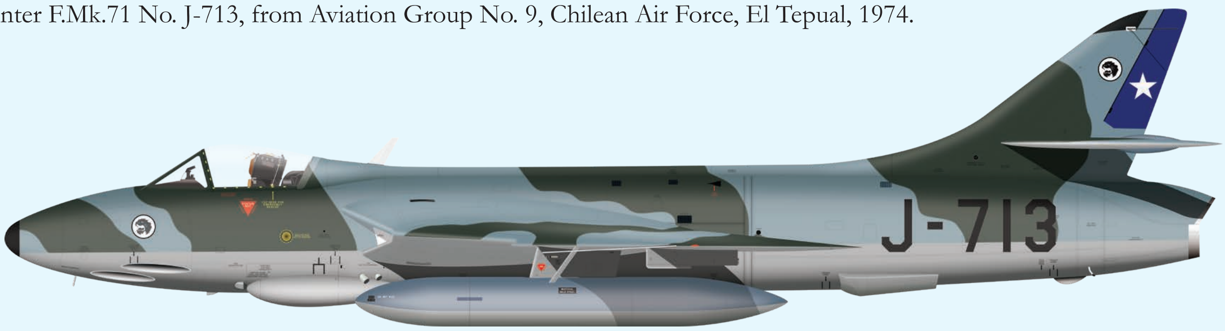
Service Log

Date	Organization	Model	ID	Details
00-00-1958	Fokker	F.Mk.6	M-355	Built.
03-12-1958	Fokker	F.Mk.6		Delivered to the Royal Netherlands Air Force.
03-12-1958	RNAF	F.Mk.6	4R-24	Assigned to 325 Squadron.
00-00-1960	RNAF	F.Mk.6	N-273	Identification is changed.
24-03-1961	RNAF	F.Mk.6	N-273	IRAN inspection.
15-12-1961	RNAF	F.Mk.6	N-273	Deployed to New Guinea, Mokmer.
11-04-1963	RNAF	F.Mk.6	N-273	Update at Avio-Diepen.
26-07-1963	RNAF	F.Mk.6	N-273	Transferred to 324 Squadron.
15-04-1964	RNAF	F.Mk.6	N-273	Transferred to 325 Squadron.
28-07-1964	RNAF	F.Mk.6	N-273	Assigned as a target tug in Leeuwarden.
29-09-1964	RNAF	F.Mk.6	N-273	Transferred to 325 Squadron.
18-10-1966	RNAF	F.Mk.6	N-273	Retired from service recording 664:00 flight hours.
18-10-1966	HSA	F.Mk.6	G-9-222	Purchased for FGA.Mk.9 conversion.
21-05-1968	HSA	F.Mk.71	J-713	Delivered to the Chilean Air Force.
00-00-1968	FACh	F.Mk.71	J-713	Assembled and assigned to Aviation Group No. 7.
08-05-1970	FACh	F.Mk.71	J-713	Transferred to Aviation Group No. 9.
04-07-1974	FACh	F.Mk.71	J-713	Crash landing. Damaged beyond repair.
00-00-1974	FACh	F.Mk.71	J-713	Discharged.

Hunter F.Mk.6 No. N-273, from 325 Squadron, Royal Netherlands Air Force, 1964.



Hunter F.Mk.71 No. J-713, from Aviation Group No. 9, Chilean Air Force, El Tepual, 1974.



J-718

Service in the Belgian Air Force

This Hunter was built by the Belgian company SABCA during 1957 as Model F.Mk.6, c/n 8763, Manufacturing No. AF105. It was delivered to the Belgian Air Force on 8 January 1958 with the identification number IF-19, and was assigned to the 7 Fighter Wing at Chièvres Air Base on 10 January 1958.

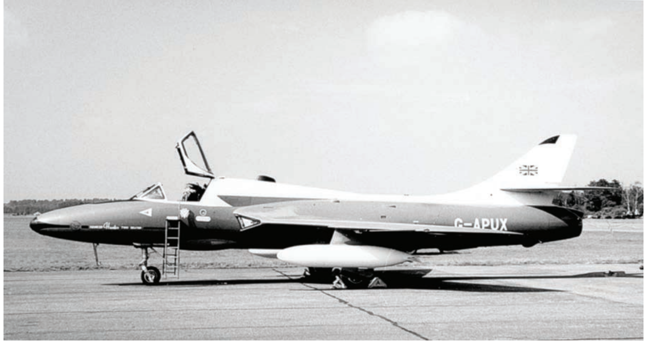
On 21 March 1958, while piloted by Assistant Gilbert Masselis, its engine had technical problems at low altitude, forcing the pilot to eject, becoming unharmed. The plane, against all odds, continued to fly alone and landed to crash into a wall destroying the nose section. The aircraft was removed from service with just 24:05 flight hours.

New Life in HSA

On 31 August 1958, HSA acquired the IF-19's central and rear fuselage, plus the wings and empennage from IF-67, which had also starred in a crash landing. HSA, together with all these elements and together with the front section from a T.Mk.68 trainer, builds a single T.Mk.66A trainer, to be used as a demonstrator, receiving the G-APUX registration.

It was painted red with white bands on top of the fuselage, beginning to perform demonstrations from September 1959, at various air fairs, such as Farnborough, Hannover and Paris, until 1962. For its transfers it used prominent auxiliary fuel tanks of 420.3 imperial gallons (1,591 liters).

Hunter T.Mk.66A G-APUX, HSA demonstrator, performing a demo flight. Use auxiliary fuel tanks for transfers of 420.3 Imperial Gallons (1,591 liters). (HSA)



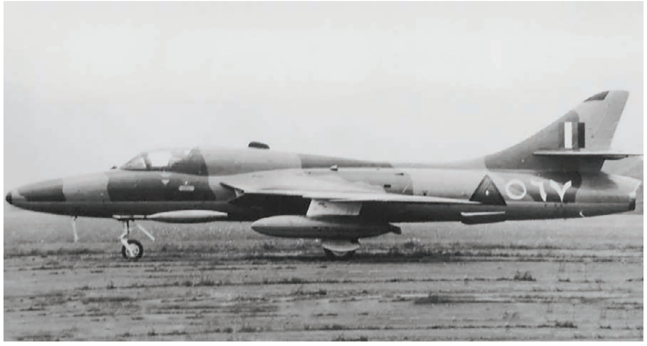
Hunter T.Mk.66A G-APUX, during its performance at Farnborough in September 1960. (George Trussell)

Hunter T.Mk.66A G-APUX, during its performance at Farnborough in September 1962. (Alex Christie)

Service in the Middle East

On 30 May 1963, it was leased to the Iraqi Air Force for 6 months pending delivery of the country's T.Mk.69 trainers, with No. 567 identifier. In early 1964, Iraq lease it back to the Royal Jordanian Air Force for twelve months. The aircraft receives registration number 800 and operates in No. 6 Operational Conversion Unit, with the identifier "P". In early 1965, Iraq lease it back for twelve months again, on this occasion to the Lebanese Air Force, with the registration L581, before being returned to HSA on 18 December 1965 with the provisional registration G-9-232.

It was converted to T.Mk.72 by HSA and sold to the Chilean Air Force under registration No. J-718, being delivered on 27 June 1967. The aircraft was disassembled and packed in wooden crates to be transported by sea to the port of Valparaiso during the month of July 1967.



Hunter T.Mk.66A G-APUX, in the colors of the Iraqi Air Force, using registration No. 567. This scheme would be updated, changing the flag for which the Iraqi Air Force currently uses and a smaller format for numerals. After six months of operations, it would be eased it back by Iraq to the Royal Jordanian Air Force with the registration number 800 and then to the Lebanese Air Force with registration L581, before being returned to HSA. (HSA)

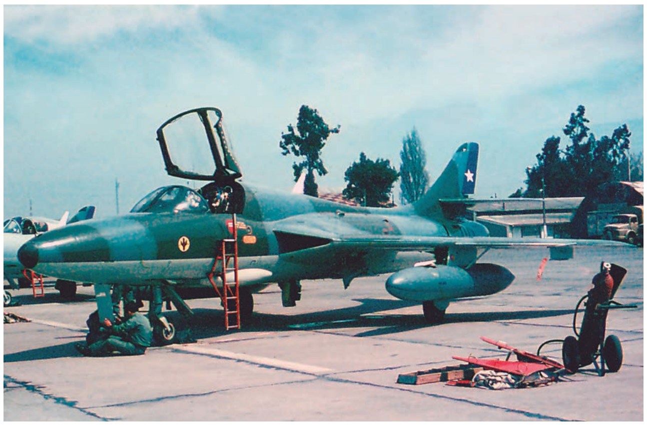
Service in the Chilean Air Force

It was one of the first aircraft to arrive in Chile to Valparaiso and the first to be assembled in the hangars of the Los Cerrillos Air Base by Chilean Air Force mechanics, with the assistance of HSA specialists, to perform the first flight of a Hunter in Chilean skies on 30 November 1967, carried out by the HSA test pilot Patrick Hill.

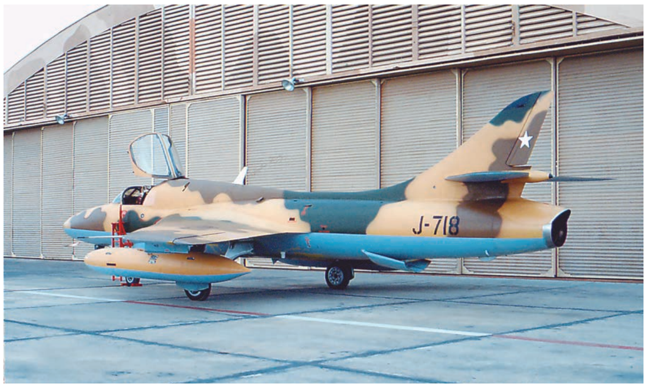
On 11 December 1967, Captain Jaime Estay Viveros, would be the first Chilean pilot to fly a Hunter in Chile on this same plane. Once the acceptance flights are completed, the J-718 is assigned to Aviation Group No. 7, to begin the instruction and training of the new Chilean Air Force combat pilots.

The Commander-in-Chief of the FACh, general Máximo Errázuriz Ward poses by climbing into the cockpit of Hunter T.Mk.72 No. J-718, during a demonstrative flight in late 1967. (Rino Poletti collection)

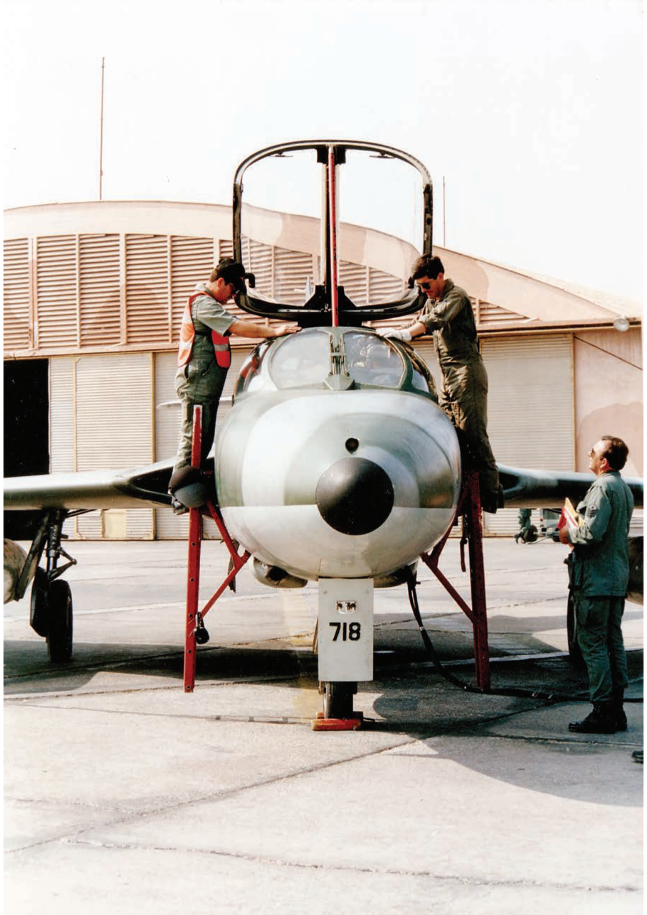
In 1973 it was transferred to Aviation Group No. 8 at Cerro Moreno Air Base, Antofagasta. This aircraft, along with the rest of the trainers, prepared and trained several generations of pilot combat pilots in 27 years of service, using at least four paint schemes in documented photographic records.



Hunter T.Mk.72 No. J-718, belonging to Aviation Group No. 8, operating at Los Cerrillos Air Base, 1975. Sports the Group badge inherited from B-26 aircraft. (Chilean Aeronautics Museum collection)



Hunter T.Mk.72 No. J-718, belonging to Aviation Group No. 8, using a desert scheme, in the late 1970s. The camouflage pattern is similar to that used by the FACh Cessna A-37Bs. (Chilean Aeronautics Museum collection)

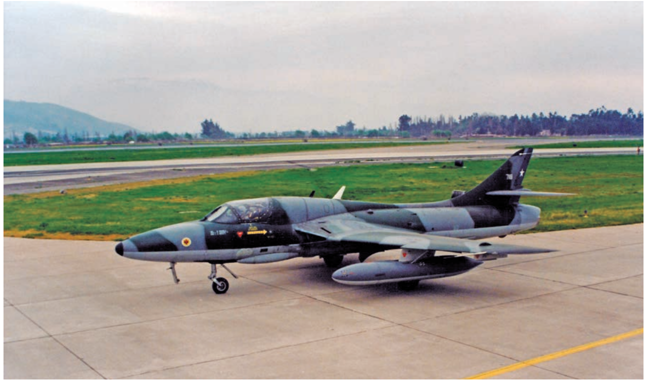


Hunter T.Mk.72 No. 718 pilots are assisted by the crew chiefs of Aviation Group No. 8, before starting a new instructional sortie. (Alessandro Bocca collection)

Along with T.Mk.72 No. 736, they were the only dual Hunters to receive part of the modifications to the "Eagle" Project in 1983.

Aviation Group No. 8's diminished flight line at the end of 1994. Hunter T.Mk.72 No. 718 at first with its Eagle configuration, before using its latest paint scheme. (Alessandro Bocca)

The No. 718 had the privilege of flying in the formation of four aircraft for the Farewell of the Hunter in Chile, on April 19, 1995, along with aircraft No. 734, 735 and 736, fulfilling a very impressive milestone in the Chilean Air Force.

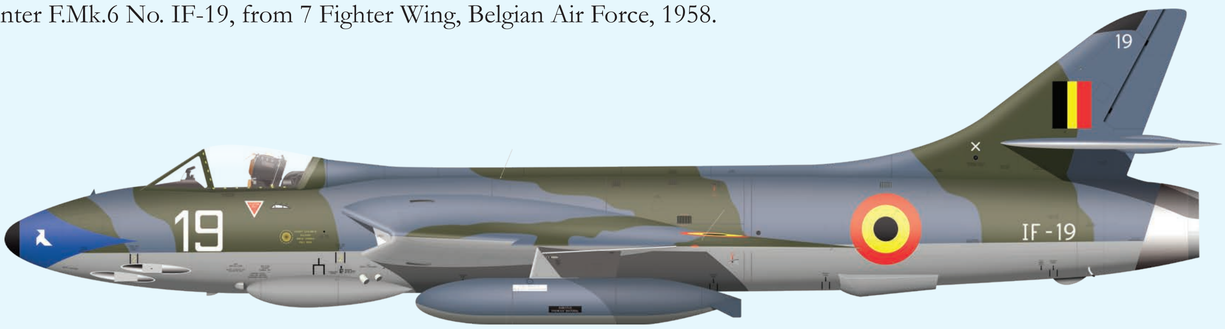


The last paint scheme used by Hunter T.Mk.72 No. 718, belonging to Aviation Group No. 8, taxiing to begin its last flight in the Chilean Air Force, on April 19, 1995. (Alessandro Bocca)

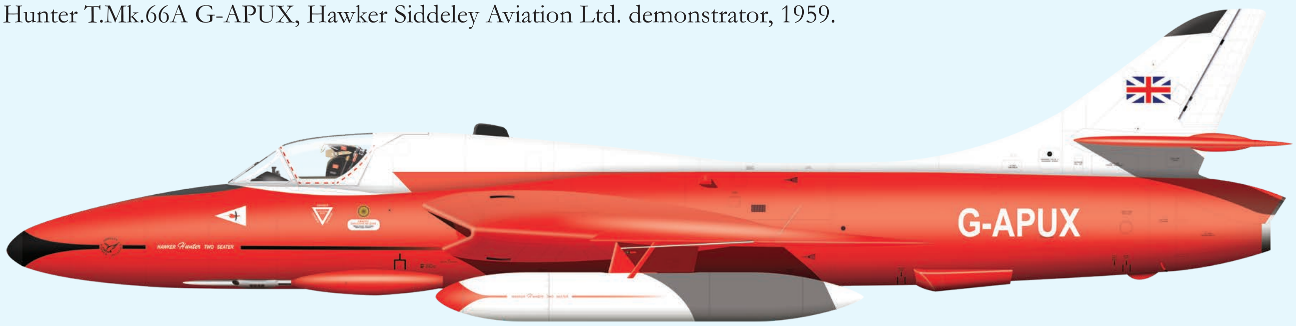
Service Log

Date	Organization	Model	ID	Details
00-00-1957	SABCA	F.Mk.6	AF105	Built.
08-01-1958	SABCA	F.Mk.6	IF-19	Delivered to the Belgian Air Force.
10-01-1958	BAF	F.Mk.6	IF-19	Delivered to 7 Fighter Wing.
21-03-1958	BAF	F.Mk.6	IF-19	Crashed, pilot (Adj. Masselis) ejected at low altitude due to engine problems, the plane landed alone.
00-07-1958	BAF	F.Mk.6	IF-19	Retired from service with 24:05 flight hours.
31-08-1958	BAF	F.Mk.6	IF-19	HSA purchased the mid and rear fuselage to build the T.Mk.66A trainer as a demonstrator.
24-06-1959	HSA	T.Mk.66A	G-APUX	Registered as G-APUX.
24-05-1963	HSA	T.Mk.66A	G-APUX	First flight in the colors of the Iraqi Air Force, leased by HSA for six months.
30-05-1963	IAF	T.Mk.66A	567	Delivered to Iraqi Air Force with registration No. 567.
00-00-1964	RJAF	T.Mk.66A	800	Subleased for one year to the Royal Jordanian Air Force with registration No. 800, identifier "P".
00-00-1965	LAF	T.Mk.66A	L581	Subleased for one year to the Lebanese Air Force with registration No. L581, assigned to OCU No. 6.
18-12-1965	HSA	T.Mk.66A	G-9-232	Returned to HSA at Dunsfold to be converted to T.Mk.72 to be sold to the Chilean Air Force.
27-06-1967	HSA	T.Mk.72	J-718	Delivered to the Chilean Air Force.
00-10-1967	FACh	T.Mk.72	J-718	Assembled and assigned to Aviation Group No. 7.
30-11-1967	FACh	T.Mk.72	J-718	First flight of a Hunter in Chile piloted by HSA test pilot Patrick Hill.
11-12-1967	FACh	T.Mk.72	J-718	First flight of a FACh pilot in Hunter in Chile, piloted by Captain Jaime Estay Viveros.
00-00-1973	FACh	T.Mk.72	J-718	Transferred to Aviation Group No. 8 at Cerro Moreno Air Base, Antofagasta.
00-04-1981	FACh	T.Mk.72	718	Re-designated as 718.
00-00-1983	FACh	MK.72	718	Modified to the Eagle standard.
19-04-1995	FACh	T.Mk.72	718	Make the last flight of Hunter aircraft in Chile.
00-00-1995	FACh	T.Mk.72	718	Retired from service.
00-00-1996	FACh	T.Mk.72	718	Restored and preserved in the National Air and Space Museum of Chile, at Los Cerrillos Air Base.

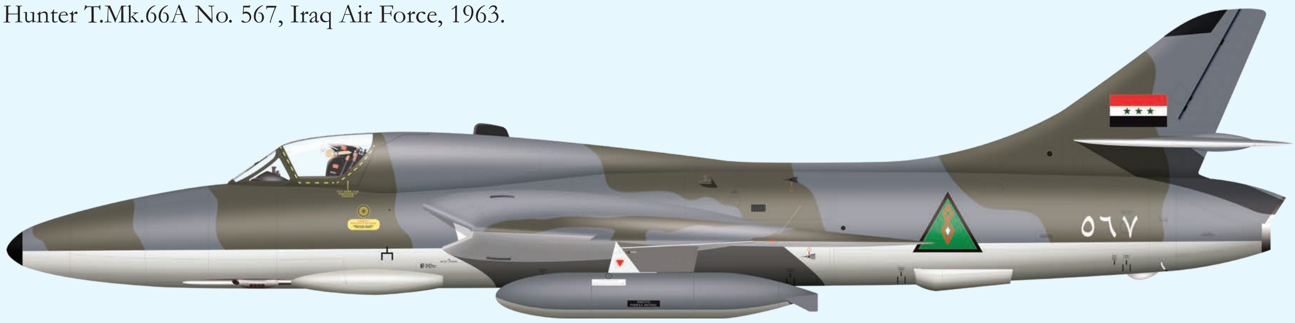
Hunter F.Mk.6 No. IF-19, from 7 Fighter Wing, Belgian Air Force, 1958.



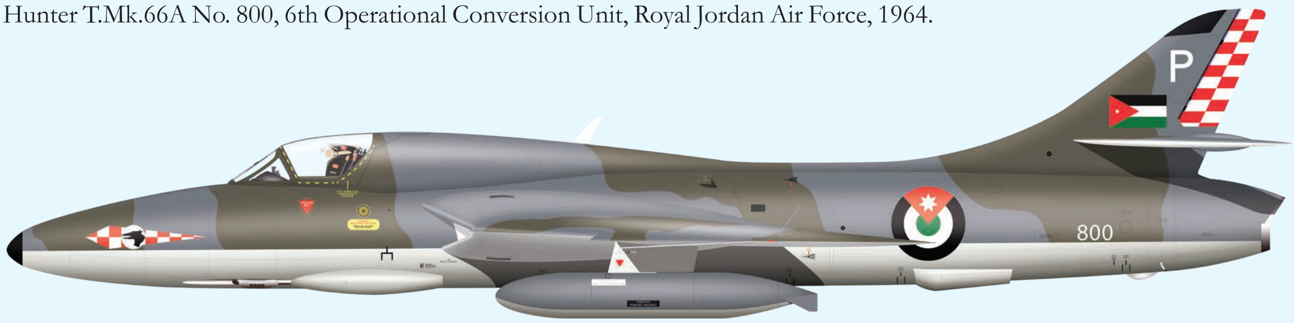
Hunter T.Mk.66A G-APUX, Hawker Siddeley Aviation Ltd. demonstrator, 1959.



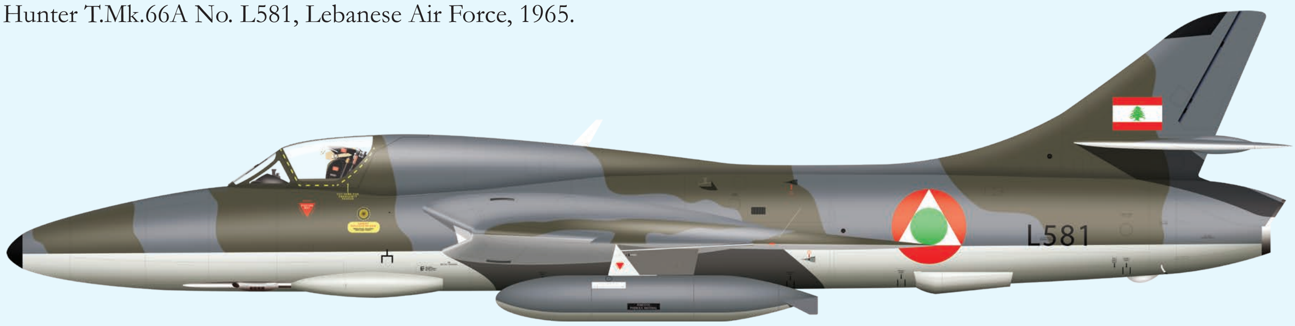
Hunter T.Mk.66A No. 567, Iraq Air Force, 1963.



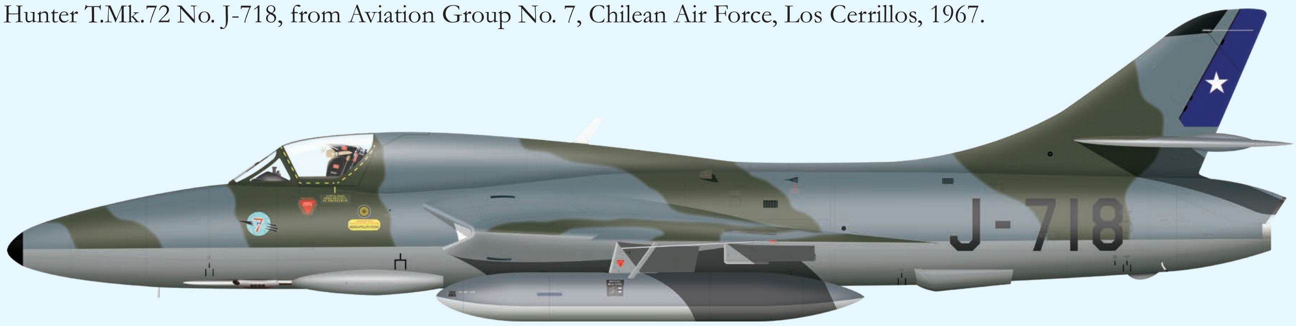
Hunter T.Mk.66A No. 800, 6th Operational Conversion Unit, Royal Jordan Air Force, 1964.



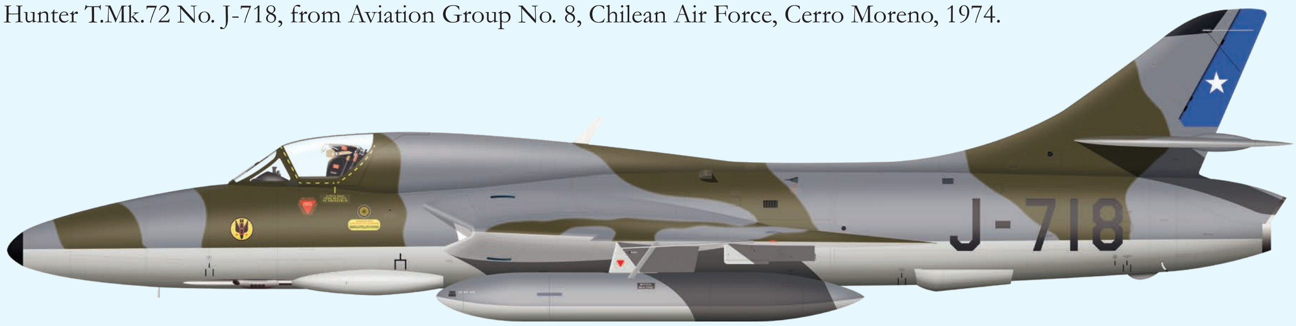
Hunter T.Mk.66A No. L581, Lebanese Air Force, 1965.



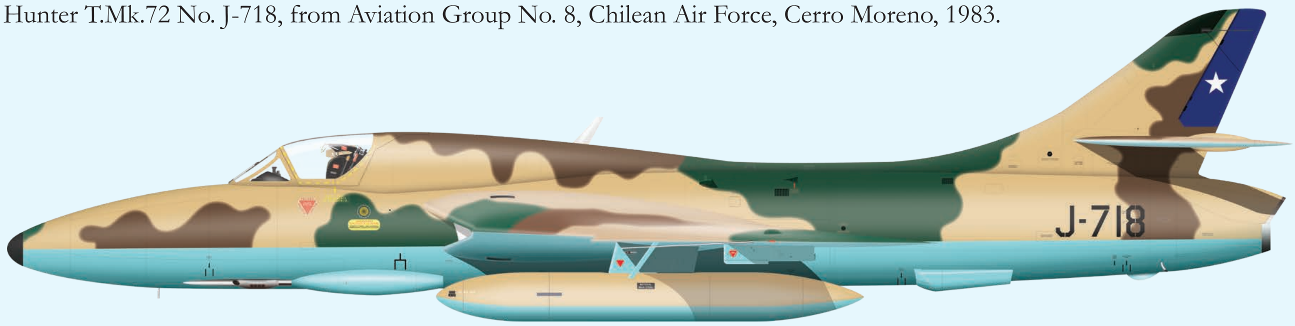
Hunter T.Mk.72 No. J-718, from Aviation Group No. 7, Chilean Air Force, Los Cerrillos, 1967.



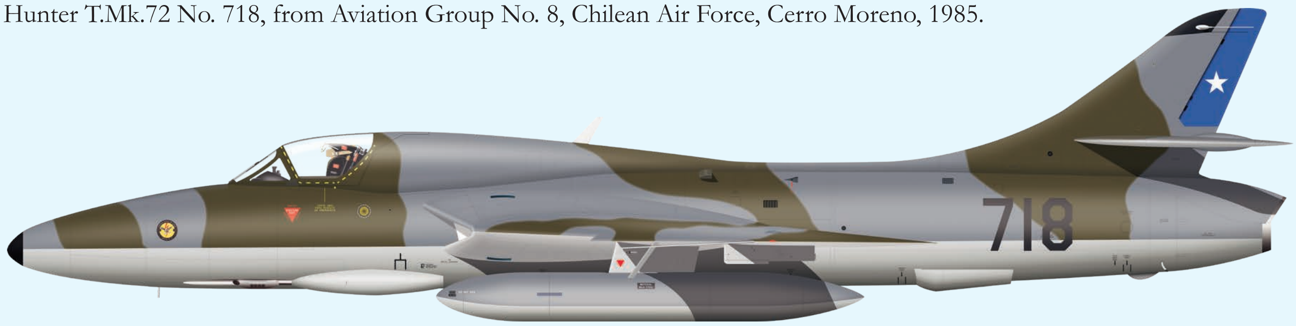
Hunter T.Mk.72 No. J-718, from Aviation Group No. 8, Chilean Air Force, Cerro Moreno, 1974.



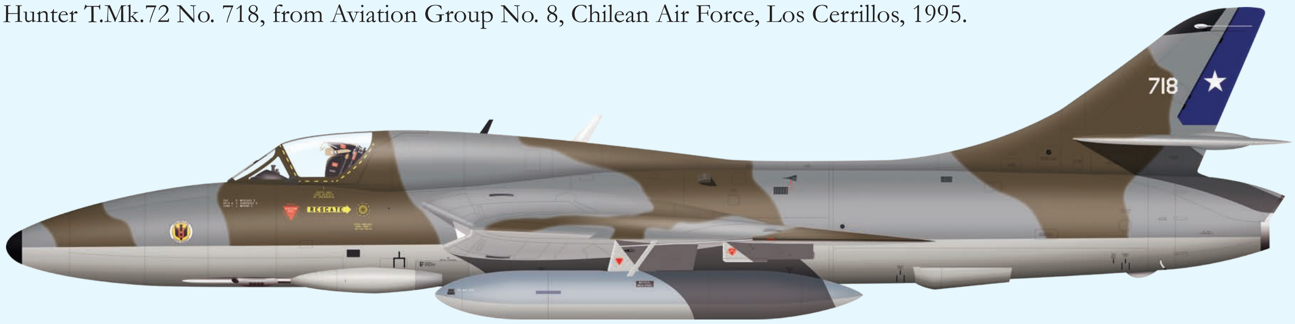
Hunter T.Mk.72 No. J-718, from Aviation Group No. 8, Chilean Air Force, Cerro Moreno, 1983.



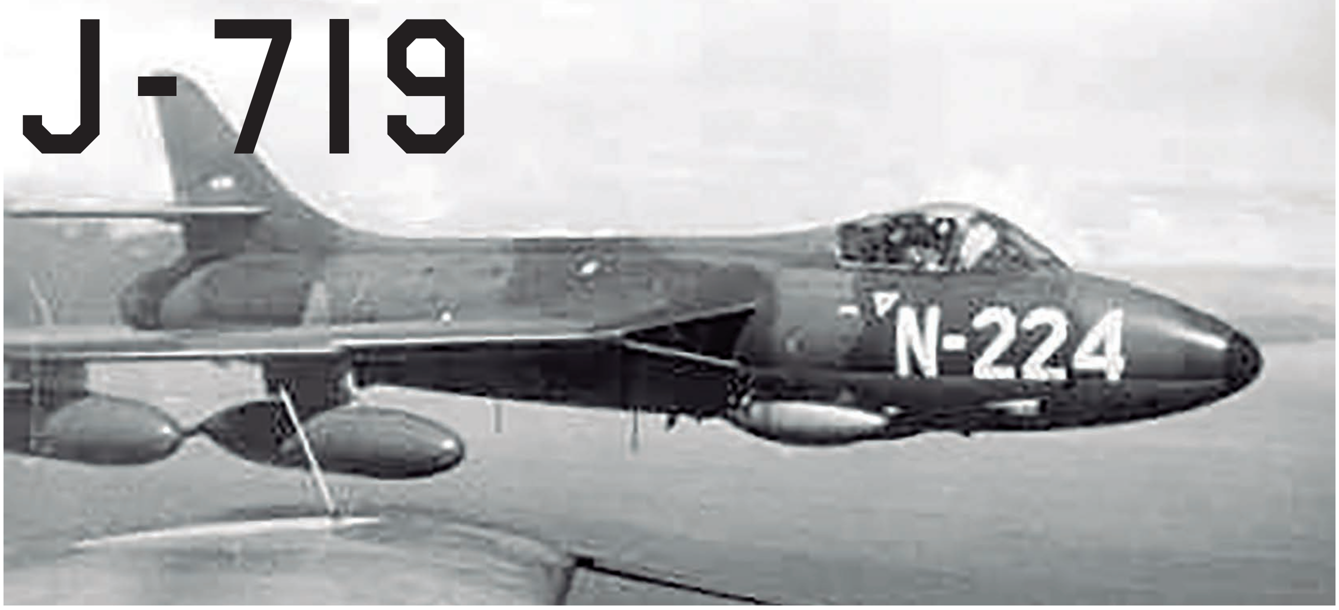
Hunter T.Mk.72 No. 718, from Aviation Group No. 8, Chilean Air Force, Cerro Moreno, 1985.



Hunter T.Mk.72 No. 718, from Aviation Group No. 8, Chilean Air Force, Los Cerrillos, 1995.

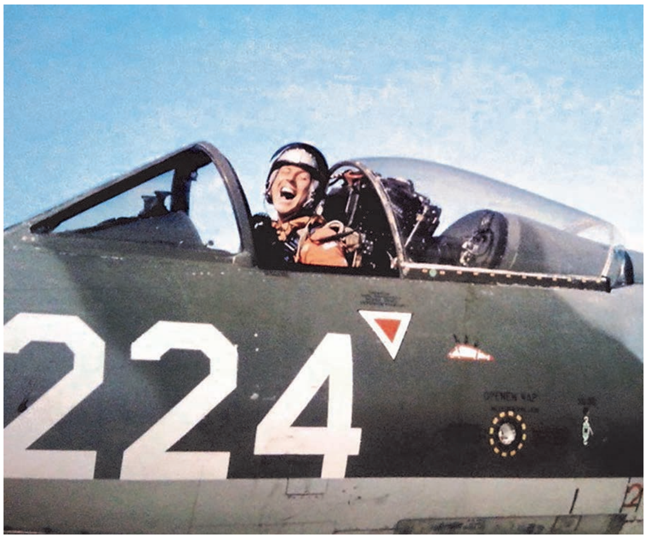


J-719

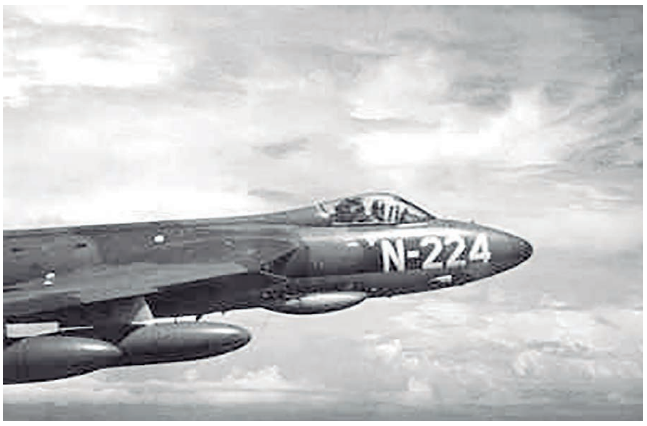


Service in the RNAF

This Hunter was built in 1957 by Fokker as model F.Mk.6, c/n 8856, manufacturing number M-256. On 24/03/1958 is delivered to the Royal Netherlands Air Force and is assigned to 324 Squadron, with the identifier 3P-24. On 12/01/1961 is subject to an IRAN inspection. On 24/04/1962 it was deployed to New Guinea, Mokmer Air Base, assigned to 322 Squadron, conducting patrols. On 20/04/1963 is subjected to further maintenance at Avio-Diepen. On 26/07/1963 it was transferred to 324 Squadron and on 01/10/1963 crashed, being recovered. On 28/07/1964 it was transferred to 325 Squadron, ending its operation on 09/08/1966, having accumulated 1,162:52 flight hours. That same date was purchased by HSA to convert it to model T.Mk.72, being delivered to the Chilean Air Force on 27/11/1967, with the registration number J-719.



A happy pilot, Lieutenant Henk Wilbrink, starting a training mission in Hunter F.Mk.6 No. N-224, belonging to 325 Squadron of the Royal Netherlands Air Force (KLu)



Hunter F.Mk.6 No. N-224, belonging to 322 Squadron of the Royal Netherlands Air Force, conducting a patrol in New Guinea, with 4 additional 100-gallon auxiliary fuel tanks. (KLu)

Take-off of Hunter F.Mk.6 N-224, together with the N-201, without their identification marks, are moved to the factory, in what would be their last flight in the KLu, to begin the process of storage and subsequent sale to HSA. Both aircraft would operate in the FACh. (KLu)

Service in the Chilean Air Force

In mid-February 1968 its assembly was completed and it was assigned to Aviation Group No. 7, starting its operation alongside the F.Mk.71 No. J-700, J-701, J-702 and J-703 aircraft and the two-seater No. J-718.

On this aircraft, the Commander-in-Chief of the time, General Maximiliano Errázuriz Ward, had the privilege of making his first supersonic flight on 22 February 1968, a maneuver performed by Captain Jaime Estay Viveros during a flight over the Pacific Ocean, off Quintero. Captain Estay had already registered as the first pilot to break the sound barrier over Santiago on 30 November 1967, which at the time caused great shock in the population by the great rumble produced by the "sonic boom", which even produced the broken windows and would have caused the indirect death of three animals of the metropolitan zoo, panicked by the surprise stampede.

On 11 June 1968, during an instructional sortie, the crew, composed of the instructor, Captain Sergio Torres Saavedra and the student, Squadron Commander Mario López Tobar, declare hydraulic emergency, without being able to deploy the landing gear. Without hesitation, they make a forced landing over the 230-gallon auxiliary fuel tanks. The crew came out unscathed and the plane could be recovered quickly. It was the first accident recorded in Hunter's fleet, but more accidents would come.

On 3 August 1968, while HSA test pilot Patrick Hill instructed Lieutenant Marcos Meirelles Guizman, it suffered a tire blowout during landing. The plane is recovered again. That year it participated in the formation of 16 Hunter aircraft at the Military Parade flypast.

However, the accident track of this aircraft culminates on 13 July 1970. On that day it was carrying out joint exercises with the Navy, preparing for UNITAS operation. Unfortunately, during one of the mock attacks over the fleet anchored in Valparaiso harbor, it collided with Hunter No. J-706, without their respective crews being able to avoid it. The J-719 is completely destroyed, with the death of Squadron Commander Julio Frías Fernández and Captain Rudy Epensberger Bonle, while in the J-706 death Captain Luis Corsi C. In spite of the rapid work of the rescue teams, just few remains could be recover of the wreckage. Both aircraft were decommissioned.

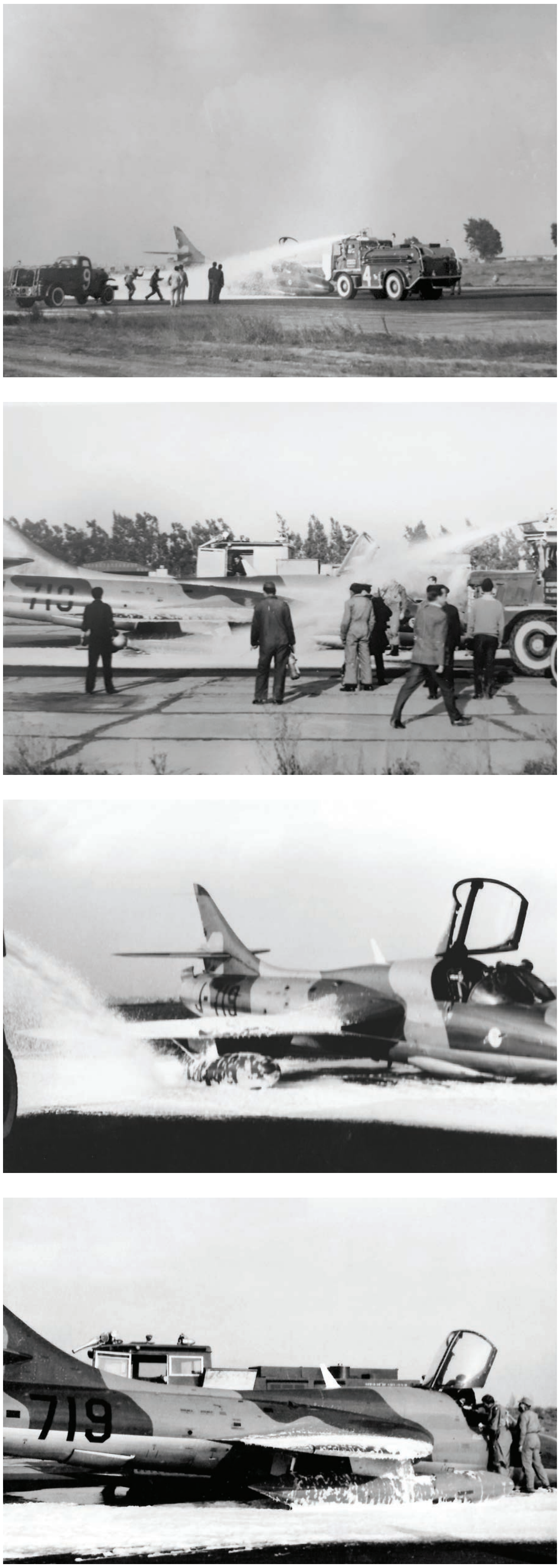
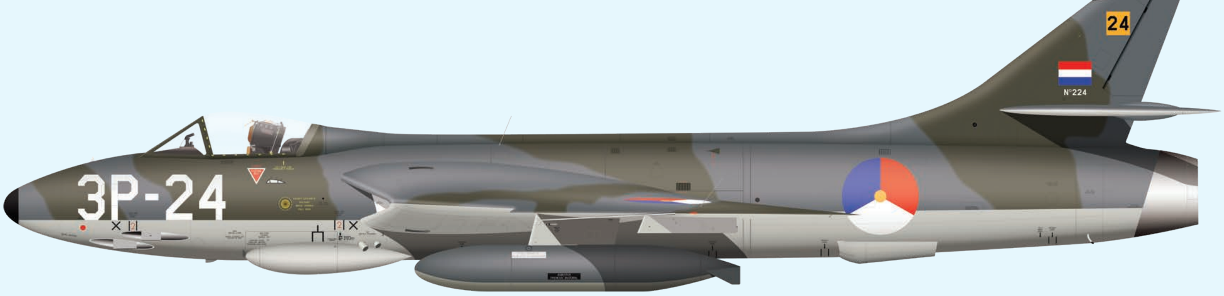


Photo sequence of the first accident of Hunter's fleet in Chile, starring trainer T.Mk.72 No. J-719, on June 11, 1968 at Los Cerrillos Air Base. Both pilots were unharmed and the aircraft was recovered. But the ill-fated aircraft would end its short operational life on July 13, 1970. (Rino Poletti collection)

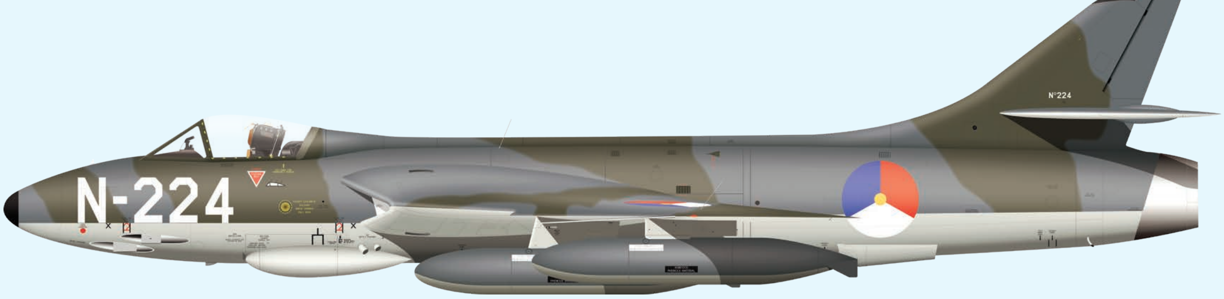
Service Log

Date	Organization	Model	ID	Details
00-00-1957	Fokker	F.Mk.6	M-256	Manufacturing.
24-03-1958	Fokker	F.Mk.6		Delivered to the Royal Netherlands Air Force.
24-03-1958	RNAF	F.Mk.6	3P-24	Delivered to 324 Squadron.
00-00-1960	RNAF	F.Mk.6	N-224	Identification is changed.
12-01-1961	RNAF	F.Mk.6	N-224	IRAN inspection.
24-04-1962	RNAF	F.Mk.6	N-224	Deployed to New Guinea, Mokmer, 322 Squadron.
20-04-1963	RNAF	F.Mk.6	N-224	Major maintenance at Avio-Diepen.
26-07-1963	RNAF	F.Mk.6	N-224	Transferred to 324 Squadron.
01-10-1963	RNAF	F.Mk.6	N-224	Crashed, recovered.
28-07-1964	RNAF	F.Mk.6	N-224	Transferred to 325 Squadron.
09-08-1966	RNAF	F.Mk.6	N-224	Retired from service recording 1,162:52 flight hours.
09-08-1966	HSA	F.Mk.6	G-9-218	Purchased for T.Mk.72 conversion.
27-11-1967	HSA	T.Mk.72	J-719	Delivered to the Chilean Air Force.
00-02-1968	FACh	T.Mk.72	J-719	Assembled and assigned to Aviation Group No. 7.
11-06-1968	FACh	T.Mk.72	J-719	Crash landing, recovered.
03-08-1968	FACh	T.Mk.72	J-719	Tire blowout on landing, recovered.
13-07-1970	FACh	T.Mk.72	J-719	Crashed, Commander Julio Frías Fernández and Captain Rudy Epensberger Bonle, died.
00-00-1970	FACh	T.Mk.72	J-719	Discharged.

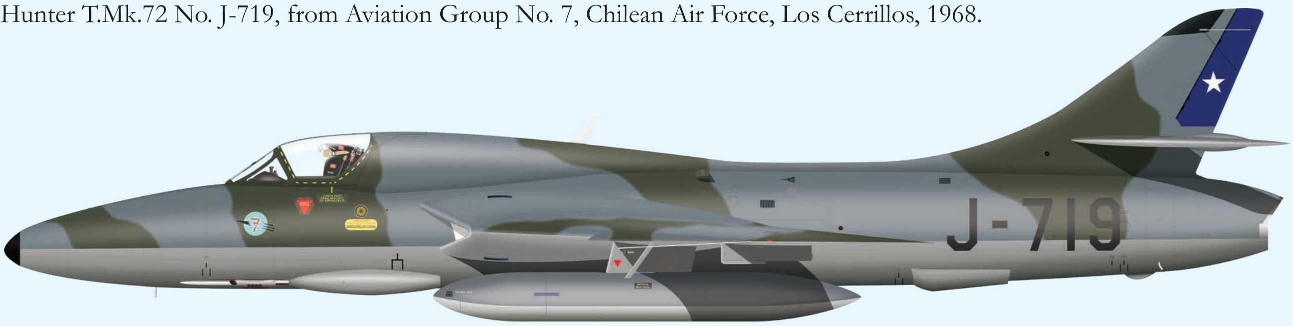
Hunter F.Mk.6 No. 3P-24, from 324 Squadron, Royal Netherlands Air Force, 1959.



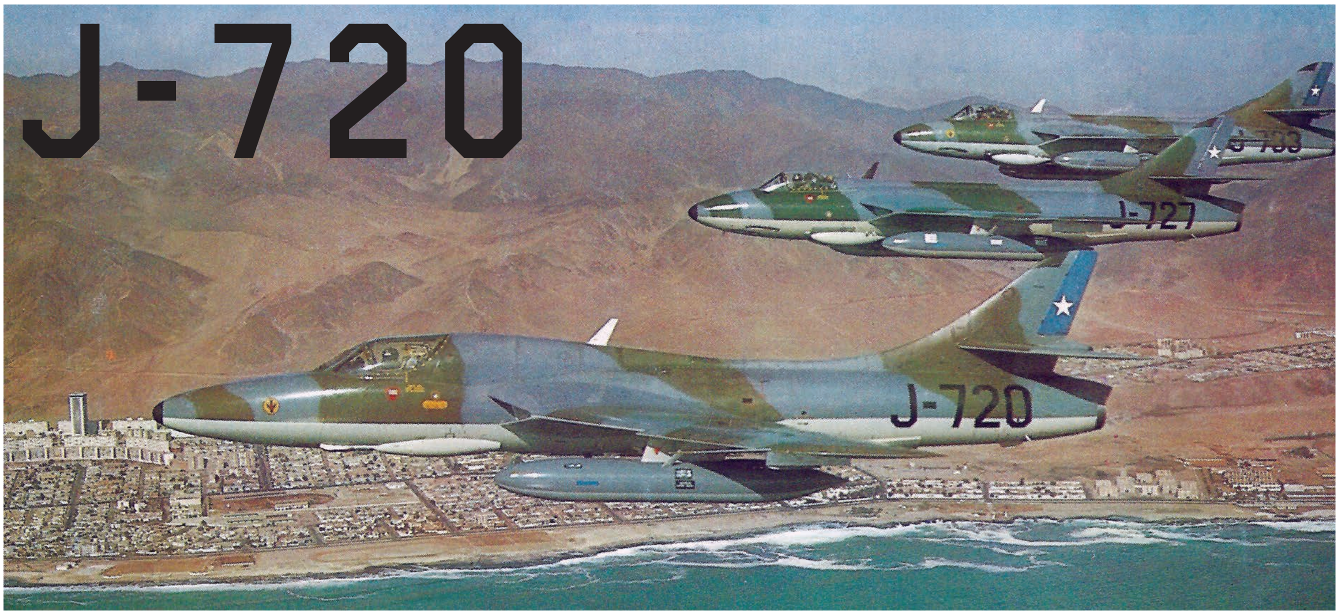
Hunter F.Mk.6 No. N-224, from 322 Squadron, Royal Netherlands Air Force, New Guinea, 1962.



Hunter T.Mk.72 No. J-719, from Aviation Group No. 7, Chilean Air Force, Los Cerrillos, 1968.



J-720



Service in the RNAF

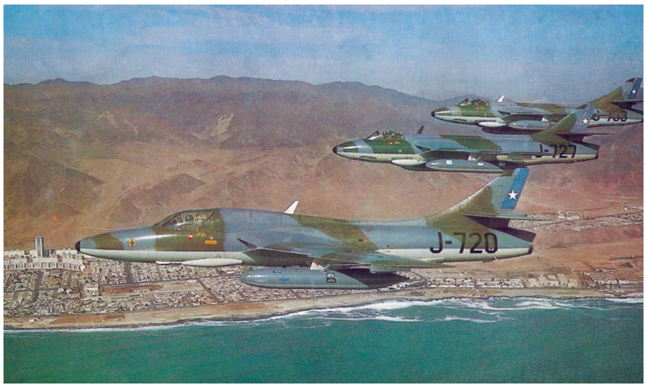
This Hunter was built in 1957 by Fokker, as model F.Mk.6, c/n 8798, manufacturing number M-198. On 12 November 1957, it was handed over to the Royal Netherlands Air Force and assigned to 324 Squadron, on 29 January 1958, designated as 3P-2. On 15/03/1960, it was transferred to 322 Squadron. On 26/09/1961, it is subject to an IRAN inspection, at the end of which, on 20/03/1962, was transferred to 325 Squadron, until the end of its operation on 18/10/1966, having accumulated 782:00 flight hours. On the same date it was purchased by HSA with the registration G-9-223 to be converted in a trainer, model T.Mk.72 to be sold to the Chilean Air Force. On 02/01/1968 is delivered to the Chilean Air Force, registered as J-720.

Hunter F.Mk.6 No. N-202, during his participation in the 4th ANCIENT shooting competition, held at Leeuwarden Air Base between 28 June and 7 July 1961. (KLu)

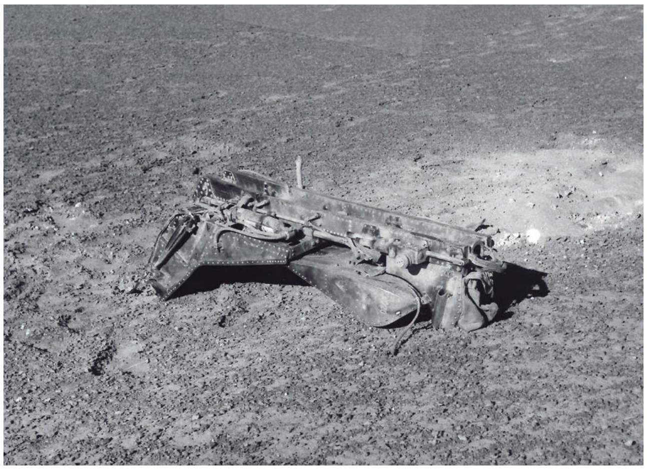
Netherlands team pilots pose in front of Hunter F.Mk.6 No. N-202, during their participation in the 4th ANCIENT competition, held at Leeuwarden Air Base between 26 June and 7 July 1961. (KLu)

Service in the Chilean Air Force

Hunter J-720 is transported disassembled in crates from England. In Los Cerrillos it was assembled in mid-1968 and is registered in Aviation Group No. 7. During 1973 it was transferred to Aviation Group No. 8, operating until 14 August 1981, when it crashed during an instructional mission. The crew composed of the instructor, Captain Pedro Uhart Ribba and the student, Lieutenant Luis Elorza Godoy, experienced a total hydraulic failure during the demonstration of one of the maneuvers. Having lost control of the aircraft, both pilots ejected at supersonic speed, becoming badly wounded during the escape. Unfortunately, Lieutenant Elorza dies at the site from the wounds received and Captain Uhart is rescued thanks to the use of his survival mirror, which allowed him to be located by the search planes. The aircraft was completely destroyed, being deregistered



Hunter T.Mk.72 No. J-720 from Aviation Group No. 8 of the Chilean Air Force, forming with Hunter No. J-727 and J-703, in front of the city of Antofagasta. (FACh)

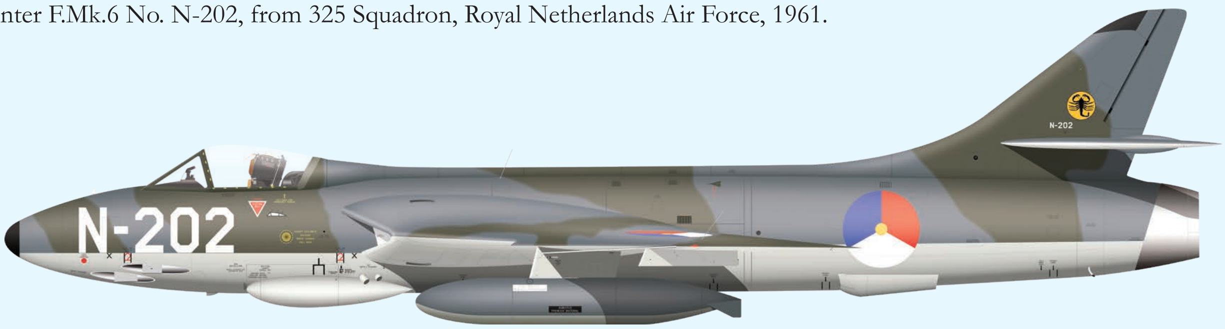


One of the ejection seats from Hunter T.Mk.72 No. J-720 of Aviation Group No. 8, crashed on August 14, 1981, in the middle of the Atacama Desert. While the seats allowed the pilots to escape the aircraft, the ejection was at supersonic speed, which left them badly injured, with Lieutenant Luis Elorza Godoy died. (Rino Poletti collection)

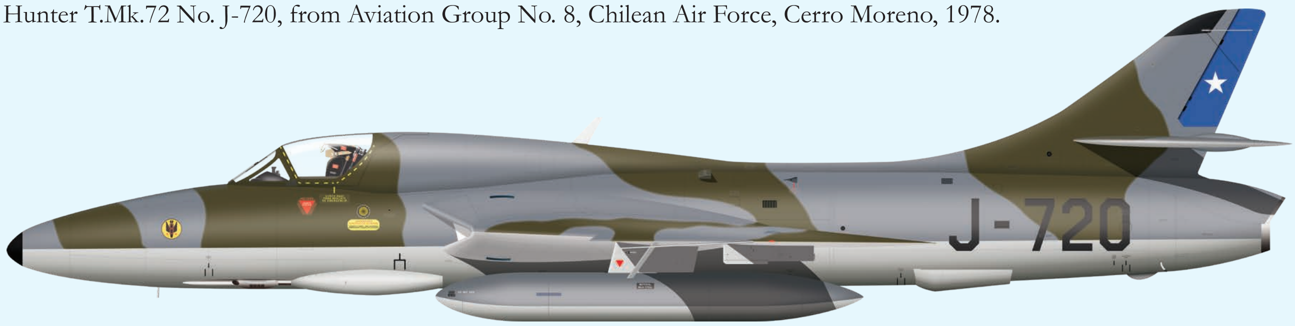
Service Log

Date	Organization	Model	ID	Details
00-00-1957	Fokker	F.Mk.6	M-198	Manufacturing.
11-12-1957	Fokker	F.Mk.6		Delivered to the Royal Netherlands Air Force.
01-29-1958	RNAF	F.Mk.6	3P-2	Assigned to 324 Squadron.
03-15-1960	RNAF	F.Mk.6	N-202	Transferred to 322 Squadron.
09-26-1961	RNAF	F.Mk.6	N-202	IRAN inspection.
03-20-1962	RNAF	F.Mk.6	N-202	Transferred to 325 Squadron.
10-18-1966	RNAF	F.Mk.6	N-202	Retired from service recording 782: 00 Flight Hours.
10-18-1966	HSA	F.Mk.6	G-9-223	Purchased for T.Mk.72 conversion.
01-02-1968	HSA	T.Mk.72	J-720	Delivered to the Chilean Air Force.
00-00-1968	FACh	T.Mk.72	J-720	Assembled and assigned to Aviation Group No. 7.
00-00-1973	FACh	T.Mk.72	J-720	Transferred to Aviation Group No. 8.
08-14-1981	FACh	T.Mk.72	J-720	Crashed, Lieutenant Luis Elorza Godoy died and Captain Pedro Uhart Ribba seriously injured.
00-00-1980	FACh	T.Mk.72	J-720	Discharged.

Hunter F.Mk.6 No. N-202, from 325 Squadron, Royal Netherlands Air Force, 1961.



Hunter T.Mk.72 No. J-720, from Aviation Group No. 8, Chilean Air Force, Cerro Moreno, 1978.

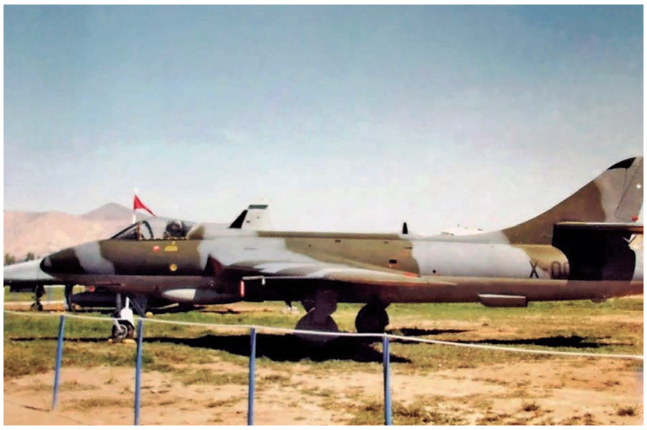


Project "X-001"

The "X-001" project inception was from the need for a Hunter F.Mk.71 aircraft to carry out flight tests of the new electronic counter-measurement systems that were being developed by the Department of Electronics of the Maintenance Wing in the late 1980s and which would result in the "Eagle" project. This project would eventually consolidate the Eagle, Caiquén and Eclipse programs, with a more ambitious scope, including a new cockpit design, new avionics, wiring for the Shafrir II missile, complete replacement of the aircraft's electrical wiring and a new starting engine.

However, Hunter's fleet was experiencing a time of crisis, with a low average aircraft in flight due to weapons embargoes and technical assistance from England. Therefore, an operational aircraft could not be removed for modification for an undetermined period of time.

The solution came due to the availability of aircraft parts that had been deregistered, but whose main components were preserved as a spare parts base for the fleet. The most anecdotal case was the fuselage of the J-700 (Ex F.Mk.6 of the Belgian Air Force, IF-108), which was complete with its cockpit and fully operational systems, since after its decommission in 1977, it was intended for testing Avon 207 engines. The wings were missing and these were available from the rugged J-707 (Ex F.Mk.6 of the Royal Netherlands Air Force, N-262). Thus this project was born and by the end of 1979 the mythical Hunter "X-001" was already assembled, a name given to this initiative. The aircraft was presented to the public at the first FIDA, in March 1980. Subsequently, the main modifications to the project began to be made, as well as their corresponding tests.


Hunter F.Mk.71 No. X-001, on static display at the first FIDA, March 1980 at El Bosque Air Base. The scheme applied differed from the standard of operational fleet. (Rino Poletti collection)

Service in the Aviation Group No. 8

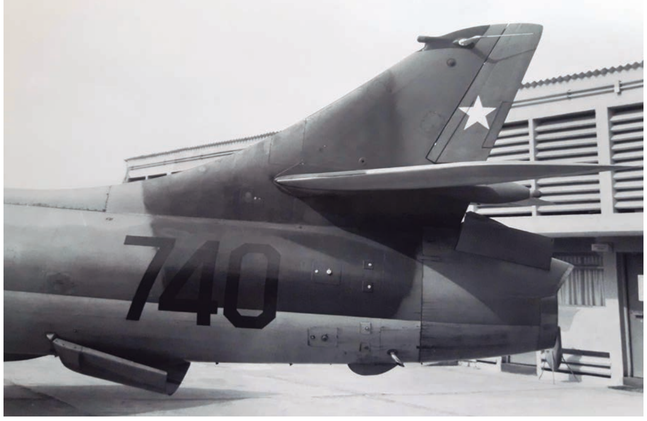
The X-001 served as a test bench for the "Eagle" project and by the end of 1986 almost all scheduled aircraft had been modified. In May 1987, it was assigned to Aviation Group No. 8 and began its operational life.

However, it was not the preferred aircraft for pilots, due to certain undesirable flight characteristics. According to some testimonials from pilots and mechanics, the aircraft was flying "lopsided" and some work had to be done for trimming it. These characteristics of this local "Frankenstein" can be attributed to the lack of tools and measurements that would allow to correct deformations, which was only possible to do in the HSA itself. This did not prevent the aircraft from being used extensively for pilot training.

In March 1988 participated in FIDA, performing impressive flight demonstrations. In May of the same year during a training of salvo weapons delivery, one of its wings was hit by one of the 230-gallon auxiliary fuel tank that one of the pilots of the formation inadvertently ejected. The aircraft landed in an emergency and was repaired to continue flying until the early 1990s, eventually being withdrawn from service.

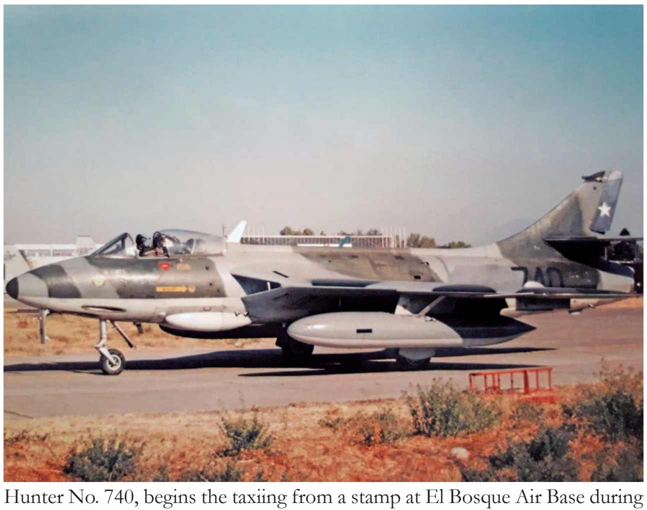
After a journey that began 34 years earlier, in 1956, when it was built by Fokker as a F.Mk.6 model for the Belgian Air Force. The IF-108 cell, J-700, X-001 and 740 accumulated about 2,000 flight hours, few if you take into account the number of years, but you have to discount the time it waited to be repaired (1971-1977) and the time as a test bench (1980-1986), i.e. 12 years.

The cell used at least 6 liveries in the Belgian and Chilean Air Forces, the most characteristic being the red used in the “Red Devils” aerobatic team.



Details of the tail section of Hunter No. 740, where you can see the ECM Eclipse system fasteners and the antennas of the Caiquén RWR system. (Rino Poletti collection)

Hunter F.Mk.71 No. 740 from Aviation Group No. 8, piloted by Lieutenant Francisco Torres Villa, during a transfer from Santiago to Antofagasta, 1988. (Duncan Silva)



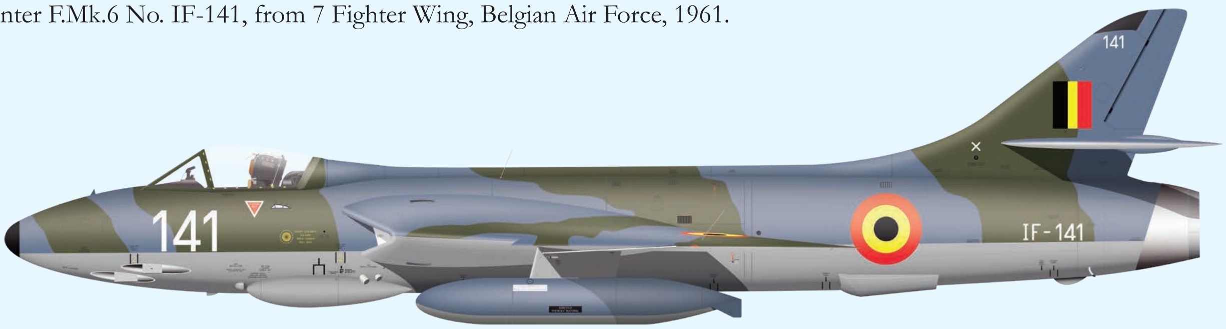
Hunter No. 740, begins the taxiing from a stamp at El Bosque Air Base during one of its presentations at FIDA 1988. This was the only Hunter to use the UHF antenna behind the fuselage. (Rino Poletti collection)

Hunter F.Mk.71 No. 740 from Aviation Group No. 8, making a check pass at the shooting range of Cerro Moreno Air Base, Antofagasta. (Rino Poletti collection)

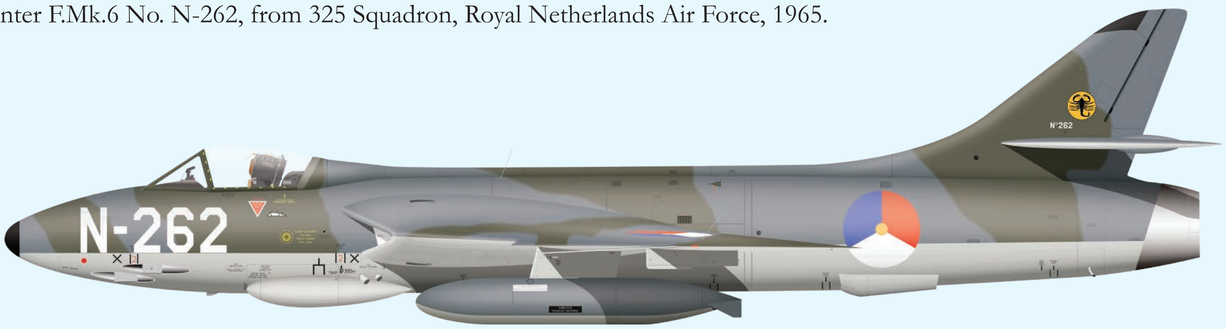
Service Log

Date	Organization	Model	ID	Details
00-00-1979	FACh	F.Mk.71	X-001	Hunter F.Mk.71 construction, Maintenance Wing.
00-03-1980	FACh	F.Mk.71	X-001	Presentation at FIDA 1980.
00-00-1980	FACh	F.Mk.71	X-001	Prototype for "Eagle" Program.
00-00-1987	FACh	F.Mk.71	740	Assigned to Aviation Group No. 8.
00-03-1988	FACh	F.Mk.71	740	Participation in FIDA 1988 at El Bosque Air Base.
00-05-1988	FACh	F.Mk.71	740	Collision in flight. Recovered.
00-00-1991	FACh	F.Mk.71	740	Retired from service. Decommissioned.

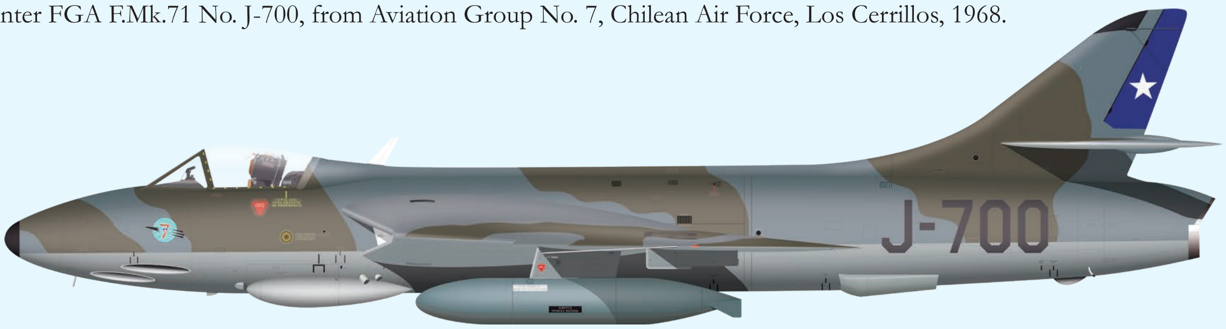
Hunter F.Mk.6 No. IF-141, from 7 Fighter Wing, Belgian Air Force, 1961.



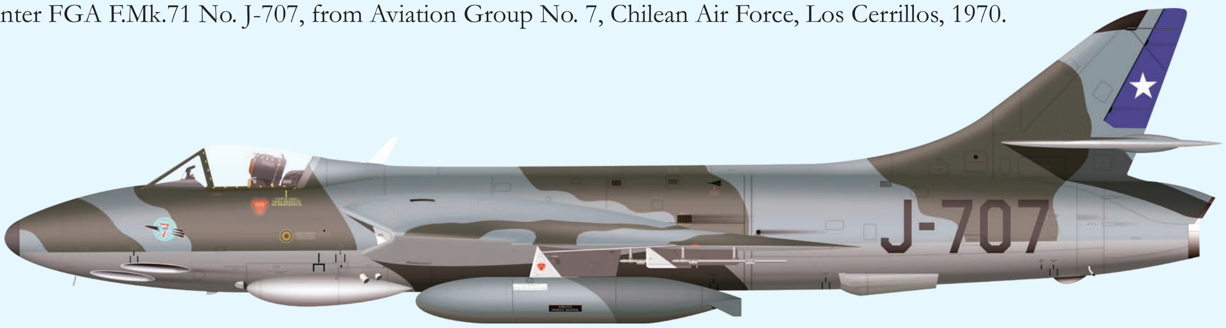
Hunter F.Mk.6 No. N-262, from 325 Squadron, Royal Netherlands Air Force, 1965.



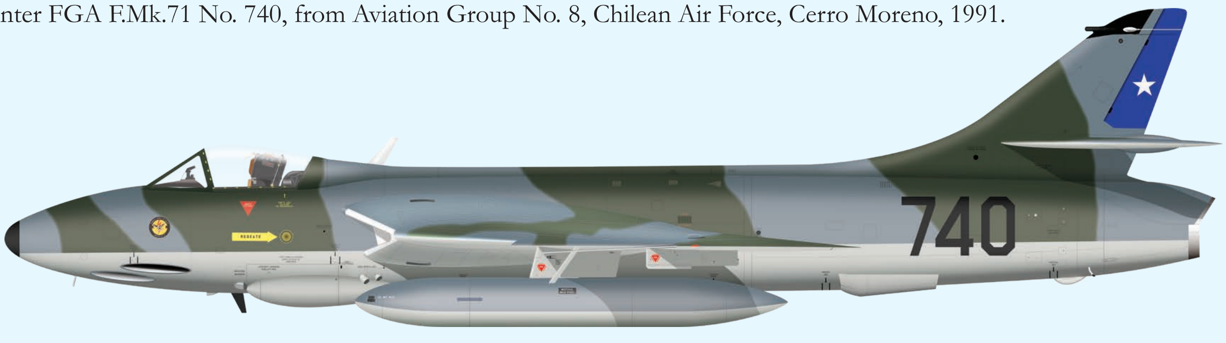
Hunter FGA F.Mk.71 No. J-700, from Aviation Group No. 7, Chilean Air Force, Los Cerrillos, 1968.



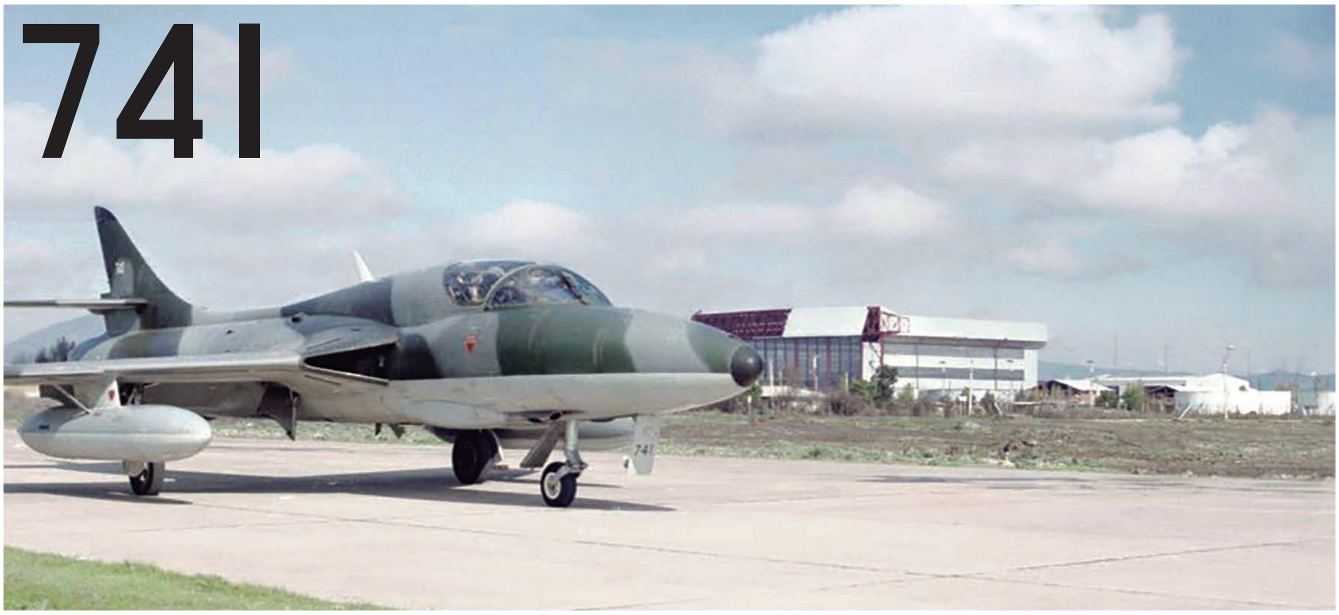
Hunter FGA F.Mk.71 No. J-707, from Aviation Group No. 7, Chilean Air Force, Los Cerrillos, 1970.



Hunter FGA F.Mk.71 No. 740, from Aviation Group No. 8, Chilean Air Force, Cerro Moreno, 1991.



741

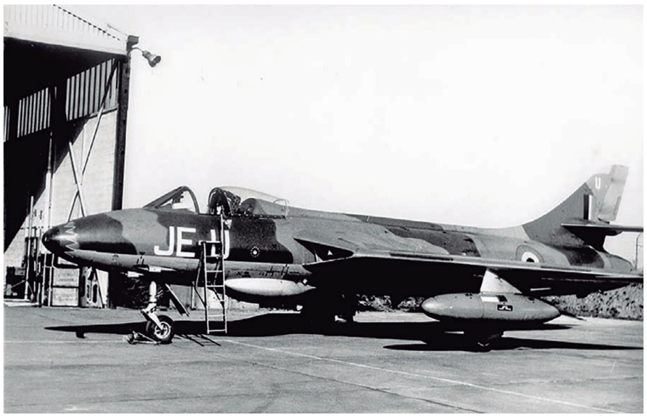


Service in the Belgian Air Force

This Hunter began life as an F.Mk.6 model, being built by Fairey, with the c/n 8803 and manufacturing number AF131. On 10 June 1958 it was handed over to the Belgian Air Force and the next day it was assigned to 26 Squadron of the 9 Fighter Wing, in Bierset Air Base with the registration number JE-U. Subsequently, on 27 August 1959, it was transferred to 8 Squadron, 7 Fighter Wing, with the identifier OV-U. On 9 September 1959, it suffered a Category 2 accident, and was recovered. On 18 March 1960, it was sent to Fairey for a periodic inspection. On 14 April 1961 it was stored at Koksijde Air Base with the registration number IF-56. In 1961 it recorded flight operations and on 30 November 1962 it was stored at Koksijde Air Base again.

On 30 November 1962 it was removed from service with 588:25 flight hours. On 18 December 1962, it was purchased by HSA for conversion to T.Mk.67, using the provisional registration G-9-101. On 25 February 1965, it was handed over to the Kuwait Air Force, with the registration number 210, being assigned to the Air Force's Training Squadron. In 1978 it was retired from service.

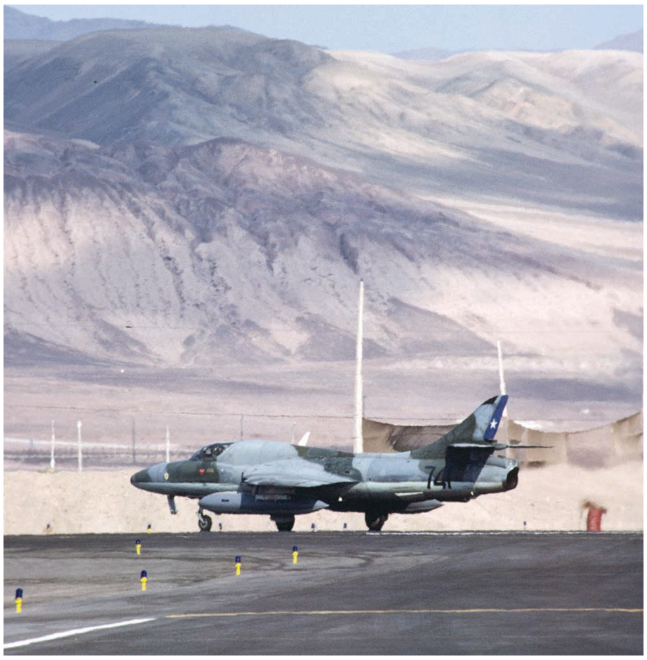
Some publications indicate that this aircraft would have been donated to the Royal Oman Air Force in 1978, assigned to 6 Squadron, using the registration number 803, however, there are no sources to verify that fate. The fact is that it was acquired by HSA from Kuwait and subsequently delivered to the Chilean Air Force in January 1983, without being converted to the T.Mk.72 standard, as part of the last sale of Hunter aircraft from the previous year as compensation by England for the intelligence aid provided by the Chilean Air Force during the Falklands Islands conflict.



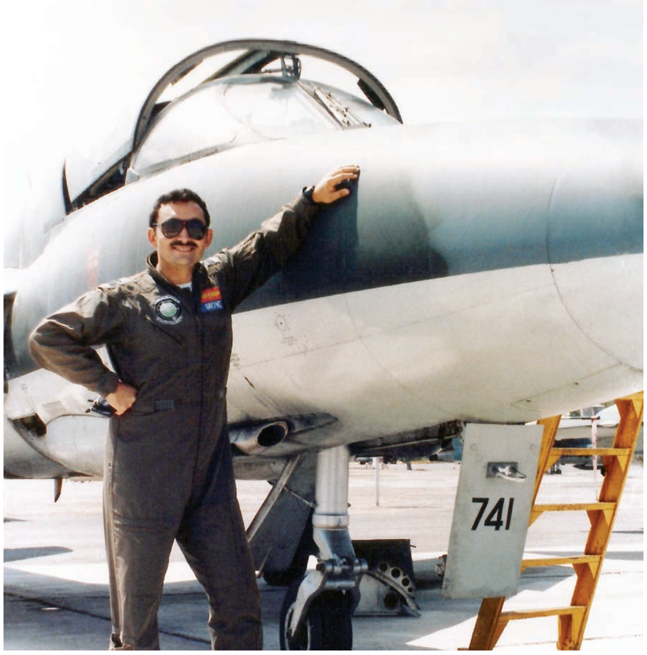
Hunter F.Mk.6 No. JE-U from 9 Fighter Wing of the Belgian Air Force, Bierset Air Base, 1958. (Hubert Sermon collection)

Service in the Chilean Air Force

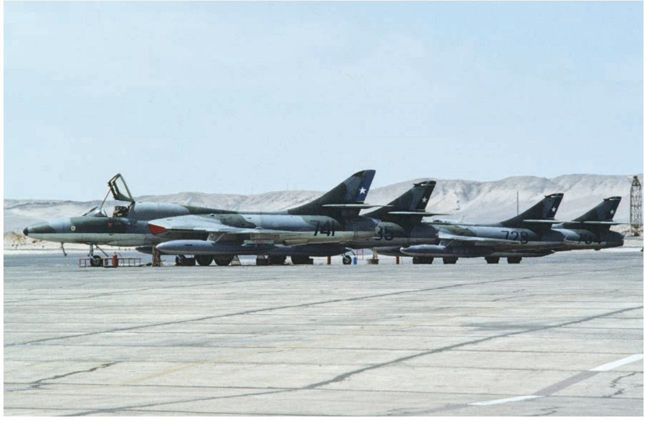
It was delivered by England in January 1983, completing a total of 12 FGA.Mk.9 and 2 T.Mk.67, being transferred to Chile by air, disassembled in crates. That same year it was assembled at Cerro Moreno Air Base and assigned to Aviation Group No. 8 with registration 741. Along with 742 it came to reinforce the training of Hunter's last crews. Both aircraft were not considered for the modernization of the Eagle Program. The last operational records of 741 date back to 1991, and were subsequently used as a source for spare parts for trainers T.Mk.72 No. 718 and No. 736. It was deregistered in 1994.



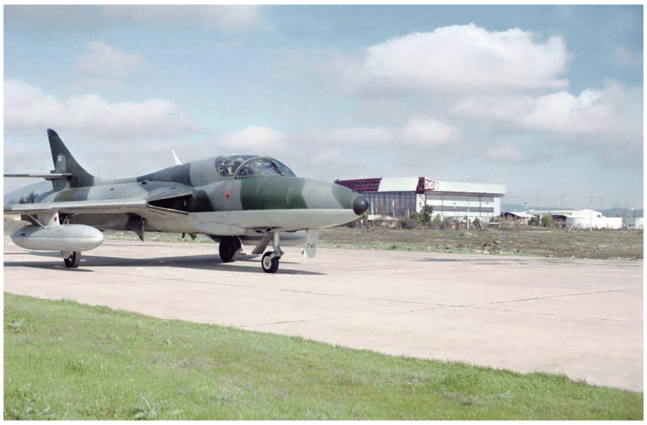
Hunter T.Mk.67 No. 741 taxiing the return of an instructional mission. The open brake parachute gates can be observed. (Alessandro Bocca collection)



Lieutenant Sergio Grove Maureira, poses in Hunter T.Mk.67 No. 741 from Aviation Group No. 8. This aircraft was not converted to the T.Mk.72 standard. (Rino Poletti collection)



Hunter T.Mk.67 No. 741 in the flight line of Aviation Group No. 8 in the late 1980s. Planes still don't get the last livery they would use before they were discharged. (Alessandro Bocca collection)

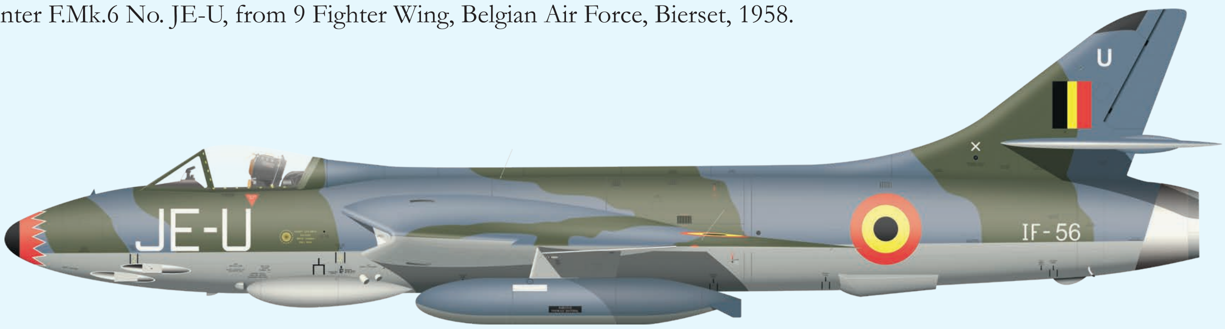


Hunter T.Mk.67 No. 741 from Aviation Group No. 8, taxiing to integrate the FACh's change-of-command flypast in 1991. Sports the last livery used by the last Hunter in operation. (Mauricio Ithurbisquy)

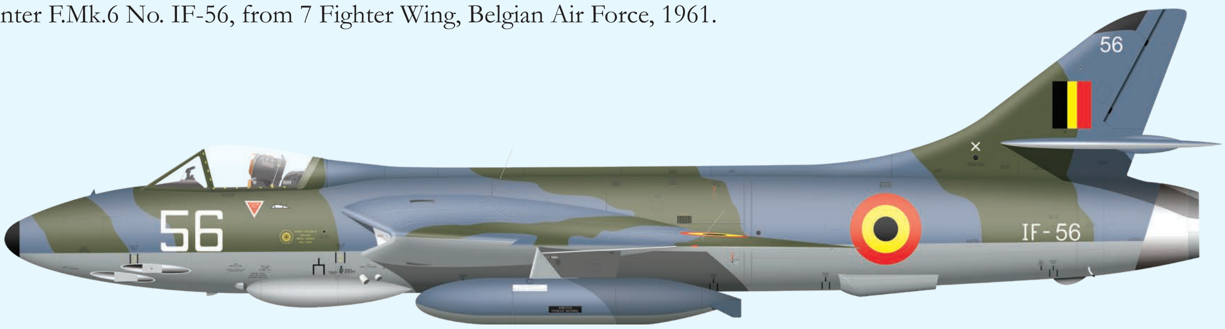
Service Log

Date	Organization	Model	ID	Details
00-00-1958	Fairey	F.Mk.6	AF131	Manufacturing.
10-06-1958	Fairey	F.Mk.6		Delivered to the Belgian Air Force.
11-06-1958	BAF	F.Mk.6	JE-U	Assigned to 9 Fighter Wing, Bierset Air Base.
27-08-1959	BAF	F.Mk.6	OV-U	Transferred to 8 Squadron, 7 Fighter Wing.
00-09-1959	BAF	F.Mk.6	OV-U	Category 2 accident, recovered.
18-03-1960	BAF	F.Mk.6	OV-U	Periodic inspection in Fairey.
14-04-1961	BAF	F.Mk.6	IF-56	Stored at Koksijde Air Base.
00-00-1961	BAF	F.Mk.6	IF-56	
30-11-1962	BAF	F.Mk.6	IF-56	Stored at Koksijde Air Base.
30-11-1962	BAF	F.Mk.6	IF-56	Retired from service recording 588:25 flight hours.
18-12-1962	HSA	F.Mk.6	G-9-101	Purchased for conversion to T.Mk.67.
25-02-1965	HSA	T.Mk.67	210	Delivered to the Kuwait Air Force.
00-00-1965	KAF	T.Mk.67	210	Assigned to the Kuwait Air Force Training Squadron.
00-00-1978	KAF	T.Mk.67	210	Retired from service.
00-00-1982	HSA	T.Mk.67	210	Purchased to be sold to the Chilean Air Force
00-00-1983	HSA	T.Mk.67	741	Delivered to the Chilean Air Force.
00-00-1983	FACh	T.Mk.67	741	Assembled and assigned to Aviation Group No. 8.
00-00-1994	FACh	T.Mk.67	741	Retired from service.

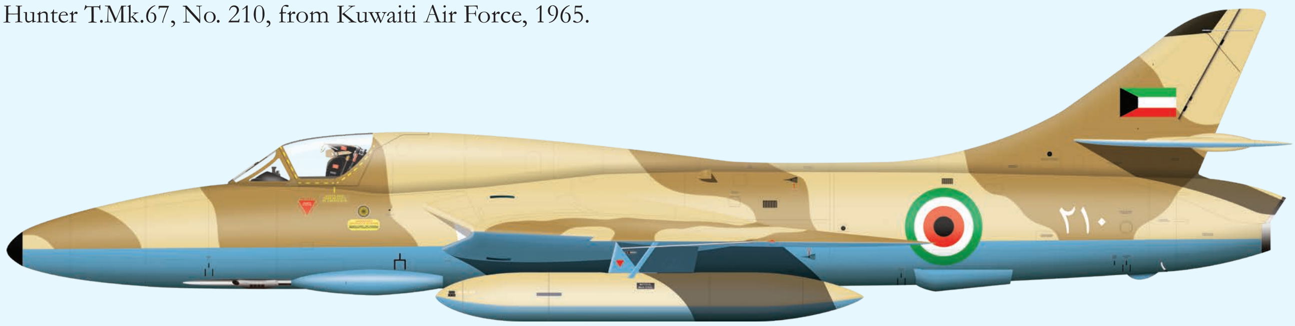
Hunter F.Mk.6 No. JE-U, from 9 Fighter Wing, Belgian Air Force, Bierset, 1958.



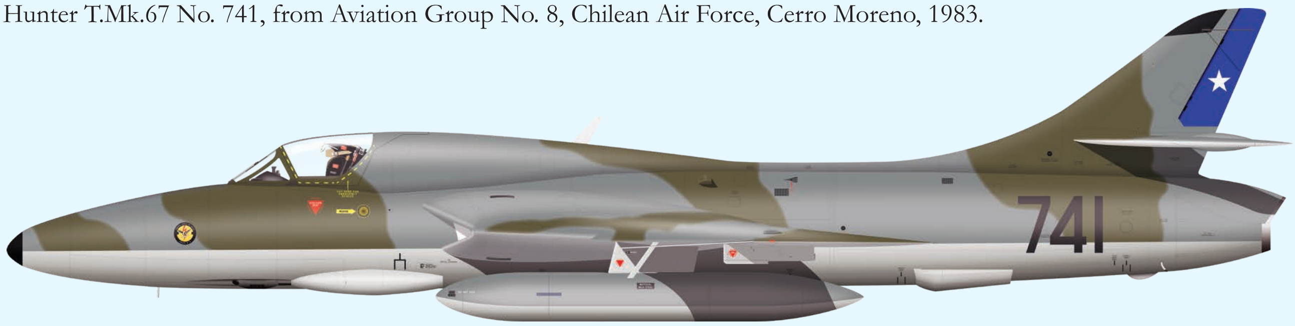
Hunter F.Mk.6 No. IF-56, from 7 Fighter Wing, Belgian Air Force, 1961.



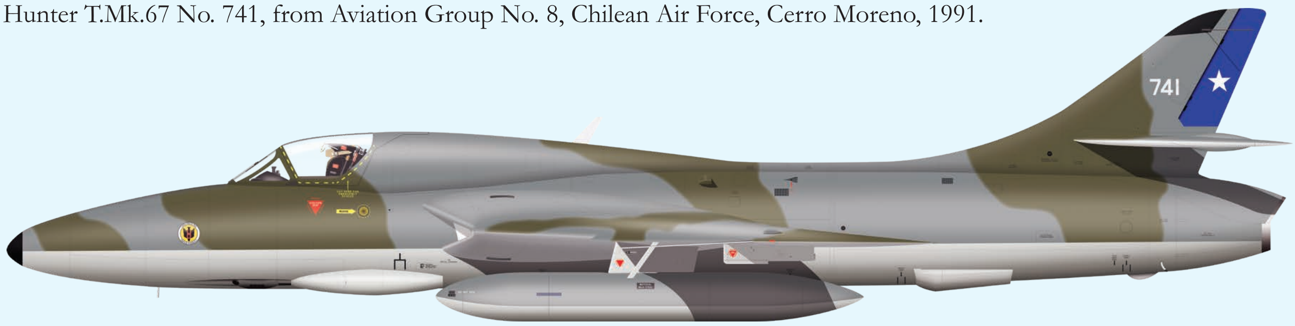
Hunter T.Mk.67, No. 210, from Kuwaiti Air Force, 1965.



Hunter T.Mk.67 No. 741, from Aviation Group No. 8, Chilean Air Force, Cerro Moreno, 1983.



Hunter T.Mk.67 No. 741, from Aviation Group No. 8, Chilean Air Force, Cerro Moreno, 1991.



742

Service in the RNAF

This Hunter was built in 1958 by Fokker, as model F.Mk.6, c/n 8970, manufacturing number M-370. On 29/01/1959, it was handed over to the Royal Netherlands Air Force and assigned to 324 Squadron. On 27/08/1962 is subject to IRAN inspection. On 27/05/1963 it was transferred to 324 Squadron and then, on 01/04/1964, to 325 Squadron, where it ended its operational life on 01/08/1967. On the same date it was purchased by HSA to be converted to model T.Mk.67, for the Kuwait Air Force, being delivered on 22/05/1969, with register No. 218. It operated in Kuwait until 1982, when it was to be donated to the Oman Air Force, which did not happen, being purchased by England to be sold to the Chilean Air Force in 1982, as compensation for the assistance provided by the FACh during the Falklands War. It was delivered in 1983.

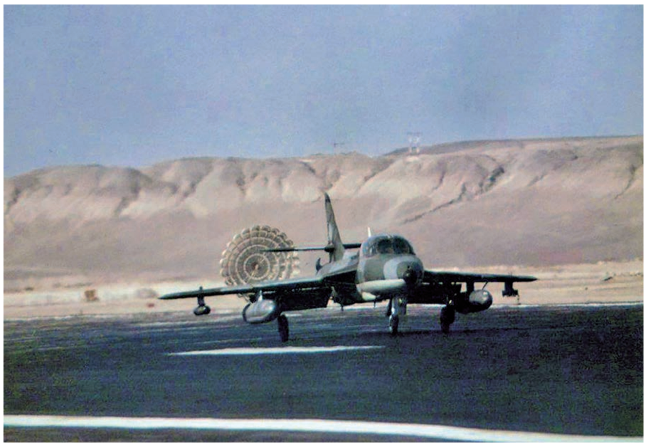
Hunter F.Mk.6 No. 282 in the background on the 325 Squadron flight line, guarded by the safety of its base. (KLu)

Hunters F.Mk.6 No. N-257 , N-201 , N-202 , N-252 , N-282 , N-216 , N-224 from 325 Squadron, Leeuwarden Air Base 1965. (KLu)

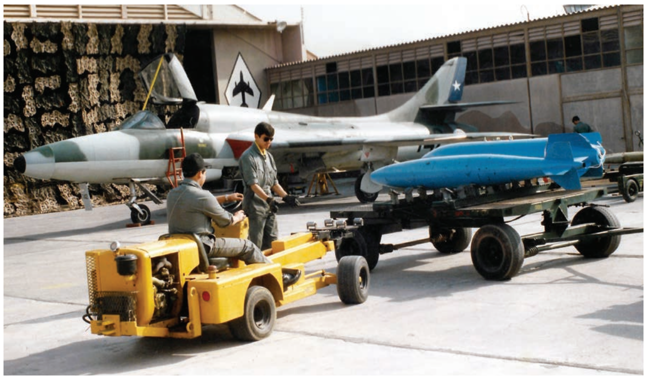
Latest operations of Hunter F.Mk.6 No. N-282 from 325 Squadron of the Royal Netherlands Air Force, landing in Utrecht-Soesterberg, June 1967. (Robert Roggerman)

Service in the Chilean Air Force

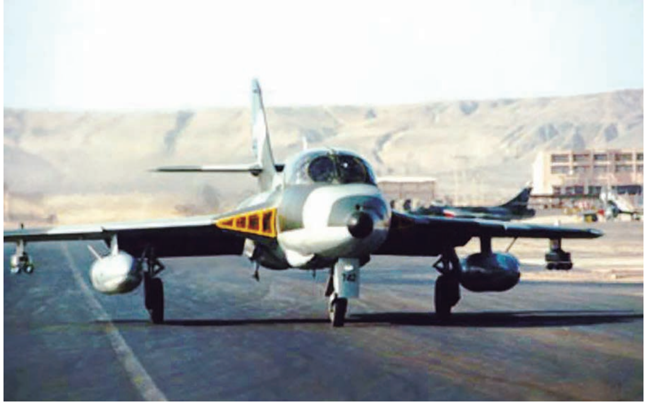
Hunter No. 742 is transported disassembled by air from England, arriving in 1983 to Cerro Moreno, where it is assembled and assigned to Aviation Group No. 8. This aircraft was not upgraded to the T.Mk.72 standard and was also not considered for modifications to the "Eagle" Project, assuming its role of instruction and training of the last crews of the Hunter aircraft, along with Hunter T.Mk.67 No. 741, the one with the same origin and the Hunter T.Mk.72 survivors of the original batches, No. 718 and No. 736. On 30 August 1989, during the completion of a test flight, its crew, piloted by Commander Duncan Silva Donoso and Captain Rolando Mercado Zamora, declared an emergency. During a turn they suffer a hydraulic failure, losing control of the aircraft and preparing to eject, however, Commander Silva manages to regain control and head to the base to land, but the landing gear does not come down completely, making a crash landing. The aircraft suffered damage that is not allowed to be recovered, and was subsequently deregistered.



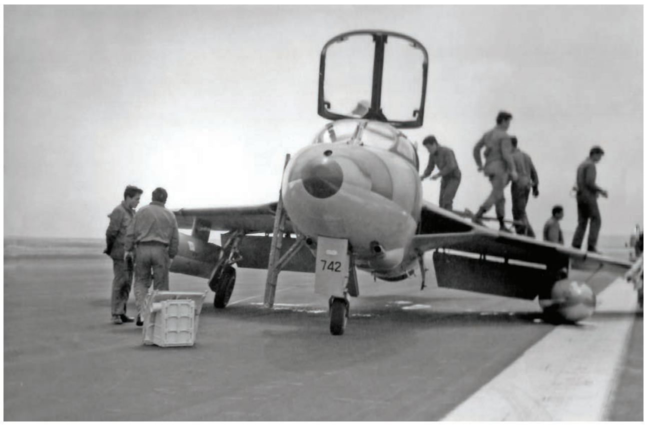
Hunter T.Mk.67 No. 742, from Aviation Group No. 8 of the Chilean Air Force, just landed, deploying its brake parachute, after completing an air-to-ground sortie. A rocket launcher can be seen on the right external pylon, while on the left it carries a local manufactured practice bomb launcher for 4 BDU-33 bombs. (Via Javier Muñoz)

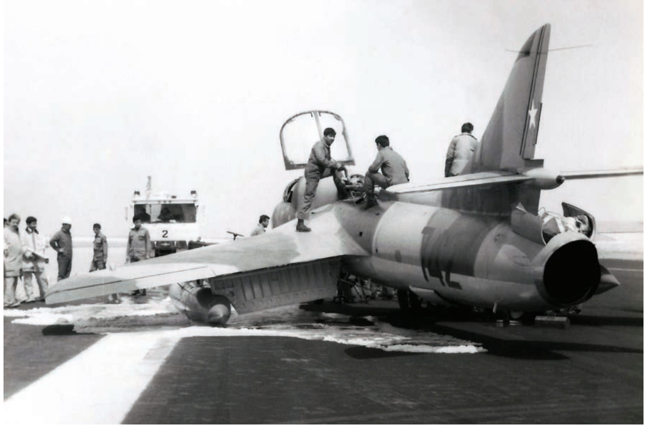


Armorers from Aviation Group No. 8 prepare a tactical loading with practice bombs in Hunter T.Mk.67 No. 742. (Rino Poletti collection)

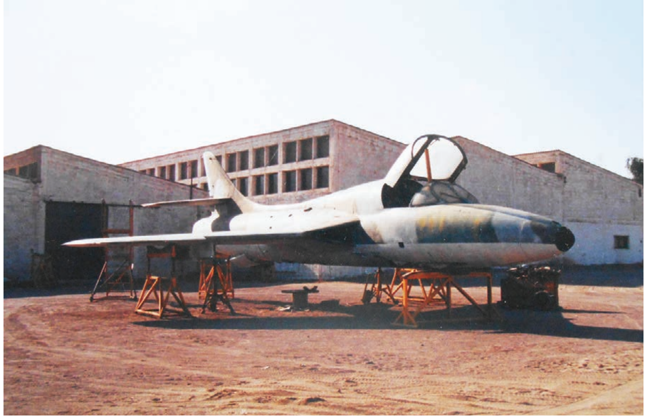


Hunter T.Mk.67 No. 742, belonging to Aviation Group No. 8, taxiing towards the runway head of the Cerro Moreno to begin an air-to-ground sortie. (Via Javier Muñoz)





Hunter T.Mk.67 No. 742 from Aviation Group No. 8, after the crash landing, on 30 August 1989. (Rino Poletti collection)

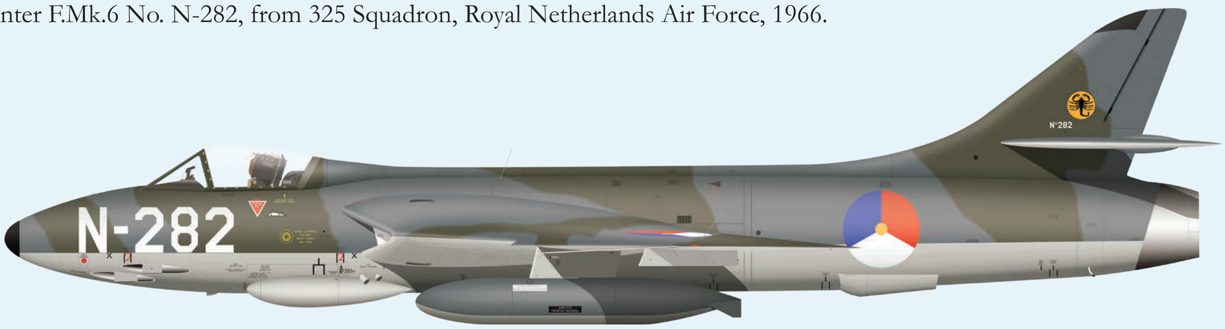


Sad end of Hunter T.Mk.67 No. 742 from Aviation Group No. 8, ready to be scrapped in the mid-1990s. (Lionel Zepeda)

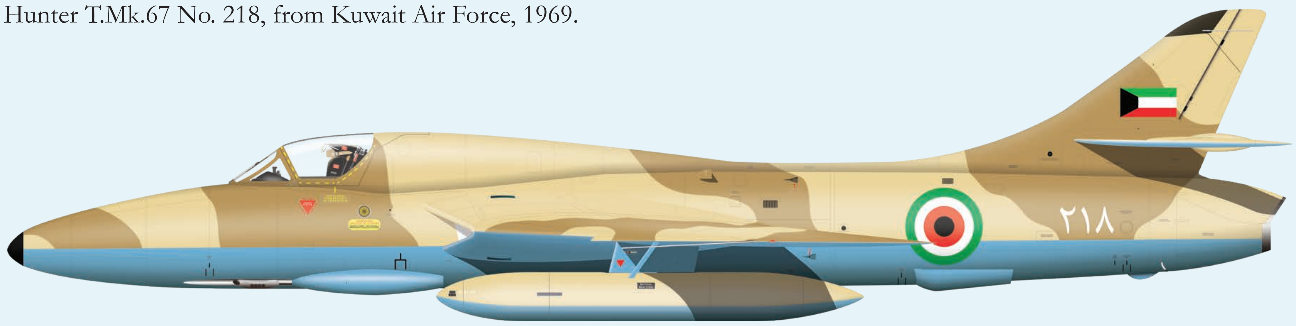
Service Log

Date	Organization	Model	ID	Details
00-00-1958	Fokker	F.Mk.6	M-370	Manufacturing.
29-01-1959	Fokker	F.Mk.6		Delivered to the Royal Netherlands Air Force.
29-01-1959	RNAF	F.Mk.6		Assigned to 324 Squadron.
27-08-1962	RNAF	F.Mk.6	N-282	IRAN inspection.
27-05-1963	RNAF	F.Mk.6	N-282	Transferred to 324 Squadron.
01-04-1964	RNAF	F.Mk.6	N-282	Transferred to 325 Squadron.
01-08-1967	RNAF	F.Mk.6	N-282	Retired from service.
01-08-1967	HSA	F.Mk.6	G-9-236	Purchased to convert to model T.Mk.67.
22-05-1969	HSA	Mk.67	218	Delivered to the Kuwait Air Force.
00-00-1969	KAF	Mk.67	218	Beginning of its service in the Kuwait Air Force.
00-00-1982	KAF	Mk.67	218	Retired from service.
00-00-1982	HSA	Mk.67		Purchased to be sold to the Chilean Air Force
00-01-1983	HSA	Mk.67	742	Delivered to the Chilean Air Force.
00-00-1983	FACh	Mk.67	742	Assembled and assigned to Aviation Group No. 8.
30-08-1989	FACh	Mk.67	742	Crash landing.
00-00-1990	FACh	Mk.67	742	Discharged.

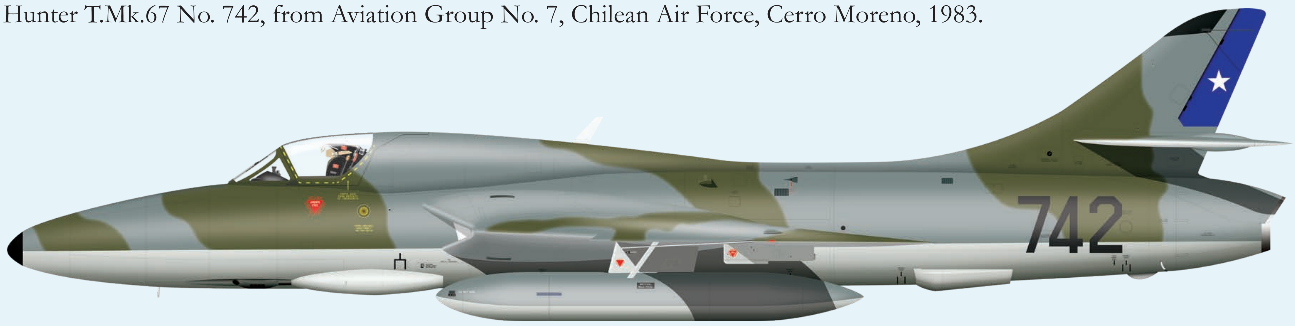
Hunter F.Mk.6 No. N-282, from 325 Squadron, Royal Netherlands Air Force, 1966.



Hunter T.Mk.67 No. 218, from Kuwait Air Force, 1969.



Hunter T.Mk.67 No. 742, from Aviation Group No. 7, Chilean Air Force, Cerro Moreno, 1983.



The English Hunters

First delivery

In 1966, the Government of Chile signed contract No. HSA/66/C/66 which considered the purchase of the first 21 Hunters of the following models, registered from J-700 to J-720:

- 15 Hunter F.Mk.71
- 3 Hunter FR.Mk.71A
- 3 Hunter T.Mk.72

HSA included 4 F.Mk.6s that had belonged to the Belgian Air Force, 12 F.Mk.6 that had belonged to the Royal Netherlands Air Force and the remaining 5 aircraft originated as RAF F.Mk.6, being upgraded to the F.Mk.71, FR.Mk.71A and T.Mk.72 standard.

Hunter T.Mk.72 J-718 was perhaps the most famous aircraft of the first batch and in addition to being one of the few survivors after 27 years of service in the FACh, along with Hunter F.Mk.71 J-702 and J-712, which have managed to preserve in very good condition to this day.

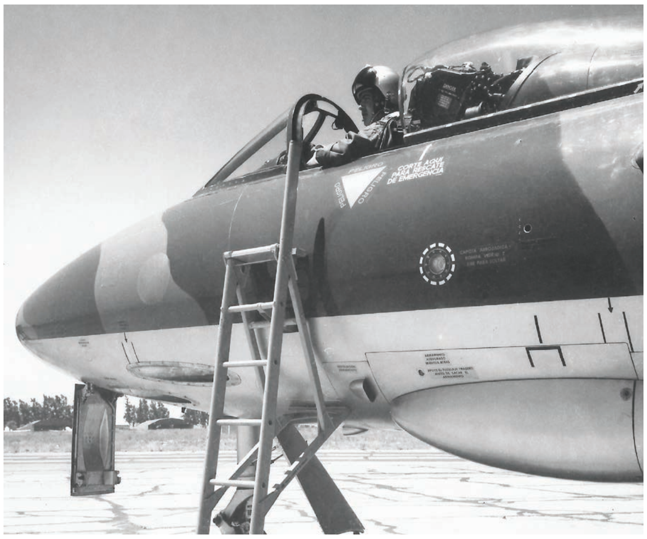
The origin and milestones achieved in the Chilean and world aeronautical history of the J-718 are unique. This aircraft began its operational life in the Belgian Air Force as an F.Mk.6 aircraft, registered as IF-19, where it reached flying just 24 hours before it crashed. Part of its fuselage was attached to the wings, empennage and front section of other aircraft to shape the unique T.Mk.66A produced by HSA, to be used as a demonstrator, being presented at several international air fairs between 1958 and 1962. It was subsequently leased to the Iraqi Force and subleased by the Iraqi Force to the Jordanian and Lebanese Air Forces, before being returned to HSA to be converted to the T.Mk.72 standard and sold to the Chilean Air Force under registration No. J-718. It was the first Hunter to arrive in Chile and the first to be assembled, to make the first flight of a Hunter in Chilean skies and the first aircraft to pass the sound barrier.

It belonged to Aviation Groups No. 7 and No. 8, preparing and training hundreds of pilots in 27 years of service and having the privilege of flying at the Hunter farewell in Chile on 19 April 1995.

FACH
OMANDO DEL MATERIAL
SANTIAGO
CHILE
VIA VALPARAISO
CASO HH
A/C NO J718

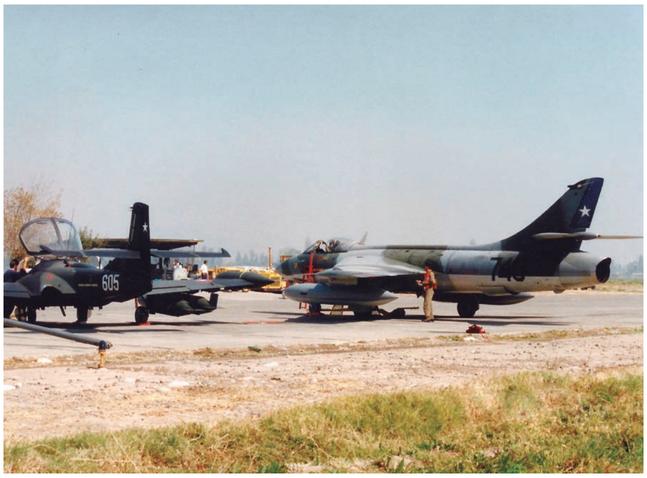
Arrival of the containers in which Hunter T.Mk.72 No. 718 comes disassembled, which would become the first Hunter to fly in the skies of Chile. (Aviation Group No. 8.collection)

All the planes arrived painted with the camouflage scheme used by the RAF and contrary to the general belief, they were applied stencils in Spanish language by stickers that soon began to fall out and in their replacement began to paint stencils, curiously in English.



Captain Jaime Estay Viveros in the cockpit of Hunter F.Mk.71 J-702, recently arrived in Chile. The Aviation Group No. 7 badge has not yet been applied, having only painted the blue circle in the background. You can also clearly appreciate the detail of the stickers in Spanish. (Rino Poletti collection)

Most of the aircraft in this first batch were lost in 17 accidents, from air collisions to crash landings, with the unfortunate loss of 13 pilots and two armament mechanics. However, parts of some of the wrecked aircraft brought to life the only aircraft built in Chile: the fuselage of the J-700 aircraft and the wings and other components of the J-707 brought to life the famous Hunter F.Mk.71 "X-001", later registered as 740. A historical event in national aeronautics, in view of the fact that the construction project was carried out in one of the most difficult periods of institutional life, by the threat of a possible war with neighboring countries and under a logistical and technical blockade imposed on Hunter aircraft by the Labor government of England. In addition, the Maintenance Wing did not have the tools and equipment of the factory, so the merit of engineers and technicians of the Chilean Air Force was superlative.



Hunter No. 740 from Aviation Group No. 8, during its presentation at FIDA 1988, next to A-37B No. 605 from Aviation Group No. 12. The 740 was the result of the reconstruction of a Hunter F.Mk.71 with parts of Hunter No. J-700 (former BAF F.Mk.6 No. IF-141) and No. J-707 (former RNAF F.Mk.6 No. N-262). (Rino Poletti collection)

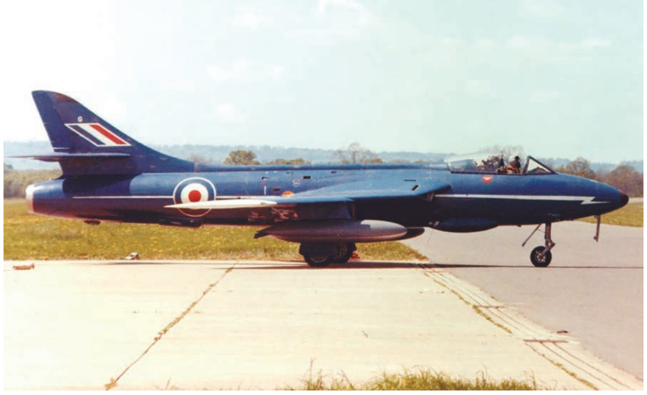
#	FACh	Model	Origin	Model	Identifier	Destiny in the Chilean Air Force
1	J-700	F.Mk.71	FAB	F.Mk.6	IF-141	Crashed on 09/07/1970. Retired from service on 04/04/1977.
2	J-701	F.Mk.71	FAB	F.Mk.6	IF-106	Destroyed in accident on 10/05/1972.
3	J-702	F.Mk.71	FAB	F.Mk.6	IF-108	Monument in the Supply Wing, El Bosque Air Base.
4	J-703	F.Mk.71	FAB	F.Mk.6	IF-44	Retired from service and scrapped in 1995.
5	J-704	F.Mk.71	RNAF	F.Mk.6	N-210	Destroyed in accident on 12/02/1983.
6	J-705	F.Mk.71	RNAF	F.Mk.6	N-220	Destroyed in accident on 12/06/1972.
7	J-706	F.Mk.71	RNAF	F.Mk.6	N-276	Destroyed in accident on 13/07/1970.
8	J-707	F.Mk.71	RNAF	F.Mk.6	N-262	Crashed on 19/02/1971. Retired from service on 04/04/1977.
9	J-708	F.Mk.71	RNAF	F.Mk.6	N-201	Destroyed in accident on 17/07/1994.
10	J-709	F.Mk.71	RNAF	F.Mk.6	N-266	Crashed on 23/07/1983. Retired from service in 1983.
11	J-710	F.Mk.71	RNAF	F.Mk.6	N-270	Destroyed in accident on 12/01/1981.
12	J-711	F.Mk.71	RNAF	F.Mk.6	N-277	Destroyed in accident on 23/04/1976.
13	J-712	F.Mk.71	RNAF	F.Mk.6	N-232	Monument at the Specialty School, El Bosque Air Base.
14	J-713	F.Mk.71	RNAF	F.Mk.6	N-273	Crashed on 04/07/1974. Retired from service in 1974.
15	J-714	F.Mk.71	RAF	F.Mk.6	XG232	Destroyed in accident on 19/02/1974.
16	J-715	FR.Mk.71A	RAF	F.Mk.6	XK148	Destroyed in accident on 17/02/1992.
17	J-716	FR.Mk.71A	RAF	F.Mk.6	XF453	Destroyed in accident on 24/01/1973.
18	J-717	FR.Mk.71A	RAF	F.Mk.6	XJ717	Destroyed in accident on 08/03/1985.
19	J-718	T.Mk.72	HSA	T.Mk.66A	G-APUX	Preserved in the National Aeronautical and Space Museum of Chile, in the "Reactors Room", Los Cerrillos Air Base.
			IAF	T.Mk.66A	567	
			RJAF	T.Mk.66A	800	
			LAF	T.Mk.66A	L581	
20	J-719	T.Mk.72	RNAF	F.Mk.6	N-224	Destroyed in accident on 13/07/1970.
21	J-720	T.Mk.72	RNAF	F.Mk.6	N-202	Destroyed in accident on 14/08/1981.

Service in the Royal Air Force

This Hunter was built in 1956 as an F.Mk.6 model and its first flight was on 13 October 1956, piloted by David Lockspeiser. It was delivered to the RAF on 30 October 1956, and was assigned to 5 Maintenance Unit at Kemble, registered as XG232. In 1960, it was assigned to 92 Squadron, Middleton St. George, where it joined the Blue Diamonds Aerobatics Squadron until 1962. On 21 June 1966, it was purchased by HSA to be converted to FGA.Mk.9. On 19 June 1968, it was delivered to the Chilean Air Force as a F.Mk.71 model, with the registration No. J-714.

Service in the Chilean Air Force

It is assembled at Los Cerrillos Air Base during 1968 and is assigned to Aviation Group No. 7. In May 1970, it was transferred to Aviation Group No. 9, at El Tepual Air Base in Puerto Montt. On 19 February 1974, while conducting a training mission in the vicinity of Puerto Montt, piloted by Lieutenant Roberto Urrutiaguer Vallejos, it collided in the air with Hunter No. J-730, piloted by Lieutenant Joaquín Berríos Carrasola, without both pilots being able to save by ejecting themselves.



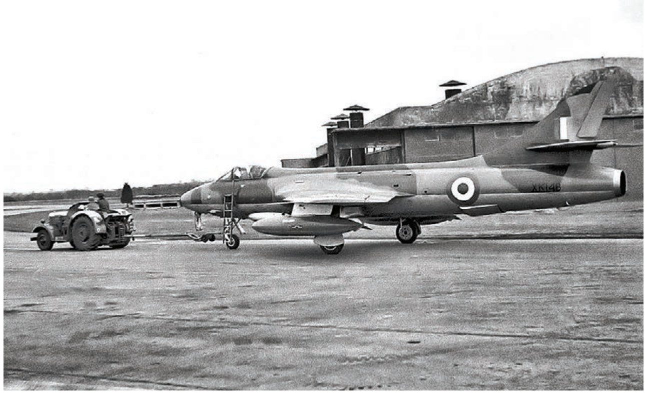
Hunter F.Mk.6 XG232, "G" identifier from 92 Squadron of the RAF, belonging to the "Blue Diamonds" Aerobatics Squadron, 1962. (BAE Systems collection)

Service in the Royal Air Force

This Hunter was built in 1956 by Hawker Aircraft Ltd., in Kigston-upon-Thames, in a delivery of 53 F.Mk.6 aircraft, of which 21 were delivered to the RAF. Its first flight took place on 9 May 1957 under Duncan Simpson. It was assigned to the Experimental Aircraft and Armaments Establishment (A&AEE) with the registration XK148 until its discharge from service. On 13 July 1967, it was purchased by HSA and converted to FR.Mk.10, to be sold to the Chilean Air Force as FR.Mk.71A, being delivered on 15 July 1968, registered as J-715.

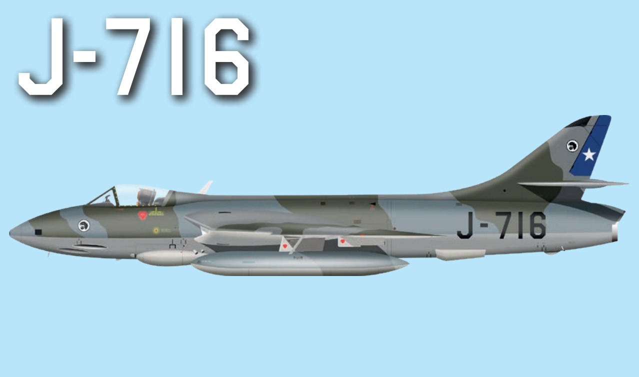
Service in the Chilean Air Force

It is assembled at Los Cerrillos Air Base during 1968 and assigned to Aviation Group No. 7. In May 1970 it was transferred to Aviation Group No. 9. In mid-1981, it was re-designated as 715. In December 1981, it was transferred to Aviation Group No. 8 and in the mid-1980s it underwent the modifications of the "Eagle" Project. On 17/02/1992, while on a training mission, it crashed into the ground, its pilot, Commander Ricardo Sepúlveda Urzúa attempted to eject but too late, dying by the explosion.



Hunter F.Mk.6 XK148 from 5 Maintenance Unit at Kemble Airbase of the RAF in 1962. This Hunter would be converted to FR.Mk.71A for the Chilean Air Force by HSA in 1967. (Ray Deacon collection)

J-716



Service in the Royal Air Force

This Hunter was built in 1956 by Sir W. G. Armstrong Whitworth Aircraft Ltd., in Conventry, as model F.Mk.6. In December 1956, it was assigned to 5 Maintenance Unit at Kemble with the registration number XF453. It is then assigned to 54 Squadron with the identifier "S", and then move on to 247 Squadron. It eventually served at the Day Fighter Combat School in West Raynham. On 14/07/1967 is purchased by HSA to be converted into FR.Mk.71A and be sold to the Chilean Air Force with registration No. J-716, being delivered on 01/08/1968.

Service in the Chilean Air Force

It is assembled and assigned to Aviation Group No. 7 during 1968, starting its operation in the FACh. On 8 May 1970, it was transferred to Aviation Group No. 9 at El Tepual Air Base, Puerto Montt. On 24/01/1973, while conducting a night training mission under Captain Ettore Rossi Zerega, it suffered a technical malfunction, forcing its pilot to eject, parachuting unharmed. During the recovery of the plane's wreckage in the dense southern forests, one of the NCOs involved in the rescue suffered an accident, dying at the site.

Hunter F.Mk.6 No. XF453, from the RAF Day Fighter Combat School (DFLS), stationed at RAF Binbrook Air Base, June 1964. In 1967 it was converted to FR.Mk.71A for the FACh. (Peter Middlebrook)

J-717

Service in the Royal Air Force

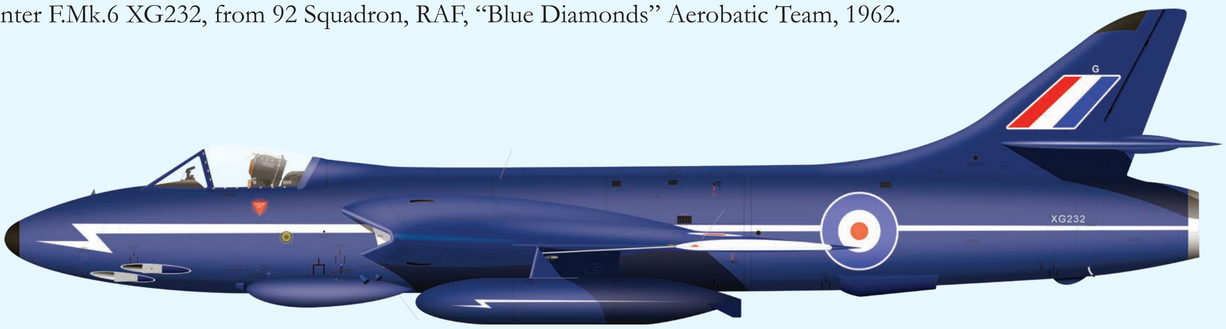
Built in 1956 as a F.Mk.6 model. Its first flight took place on 09/05/1957 at the controls of Duncan Simpson. It was delivered to the RAF on 27/05/1957, being assigned to 5 Maintenance Unit at Kemble with registration XJ717. It was subsequently transferred to the following Squadrons: No. 20 ("Z") on 31/05/1957, No. 26 ("Z") on 09/06/1958, No. 14 ("R") on 12/01/1961 and No. 54 on 14/02/1962, where it is retired from service. On 05/07/1967, it is purchased by HSA to be converted into FR.Mk.71A and be sold to the Chilean Air Force as J-717, being delivered on 24/09/1968.

Service in the Chilean Air Force

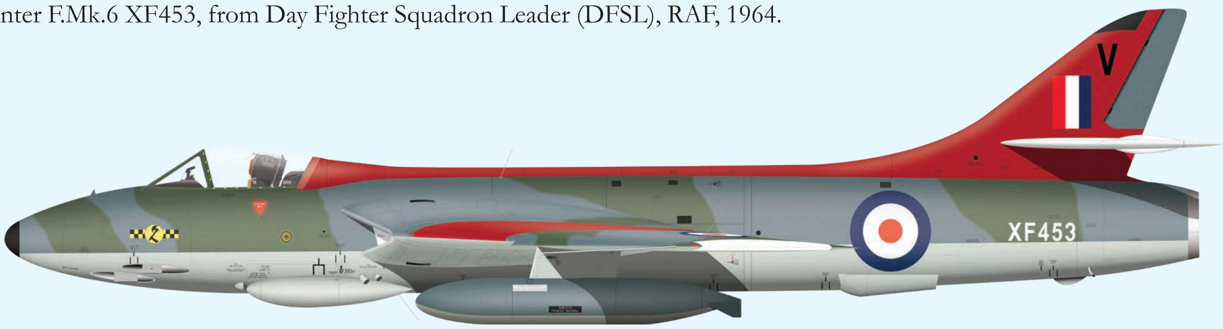
It is assembled and assigned to Aviation Group No. 7 during 1968, starting its operation in the Chilean Air Force. In 1976 it was transferred to Aviation Group No. 8. On 08/03/1985, at the end of a test flight, it suffered a flame-out and the aircraft loses control rushing over the facilities of Cerro Moreno Air Base. Ultimately, its pilot, Captain Marcos González Vasallo, manages to divert the plane, crashing a few kilometers from the facility, ejecting at the very last second, becoming unharmed. The aircraft was completely destroyed, being discharged.

Hunter F.Mk.6 XJ717, "R" identifier from RAF 56th Squadron, taxiing at Waterbeach Air Force Base, 1963. This aircraft would pass to the FACh as FR.Mk.71A, registered as J-717. (RAF)

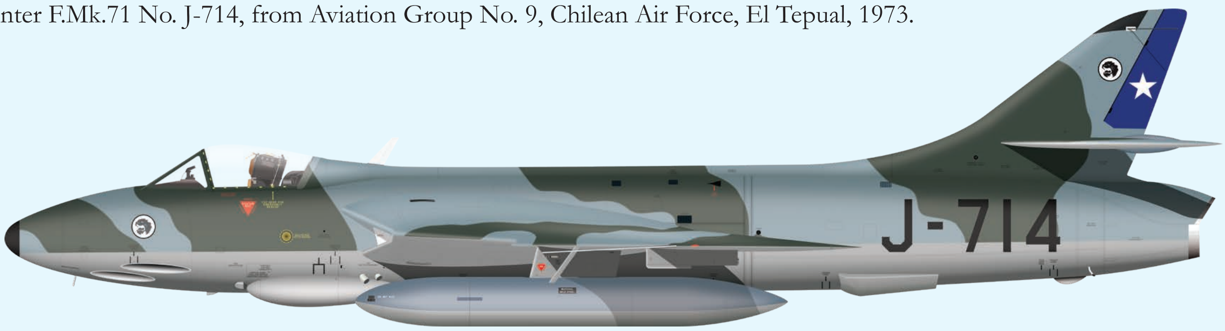
Hunter F.Mk.6 XG232, from 92 Squadron, RAF, “Blue Diamonds” Aerobatic Team, 1962.



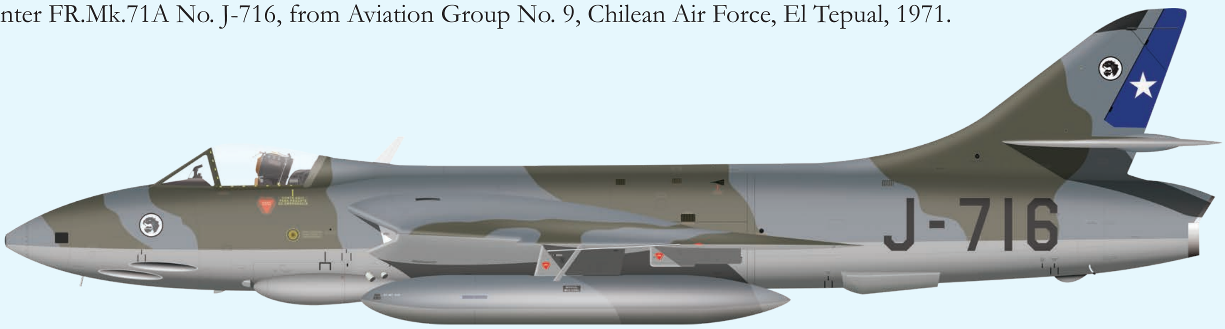
Hunter F.Mk.6 XF453, from Day Fighter Squadron Leader (DFSL), RAF, 1964.



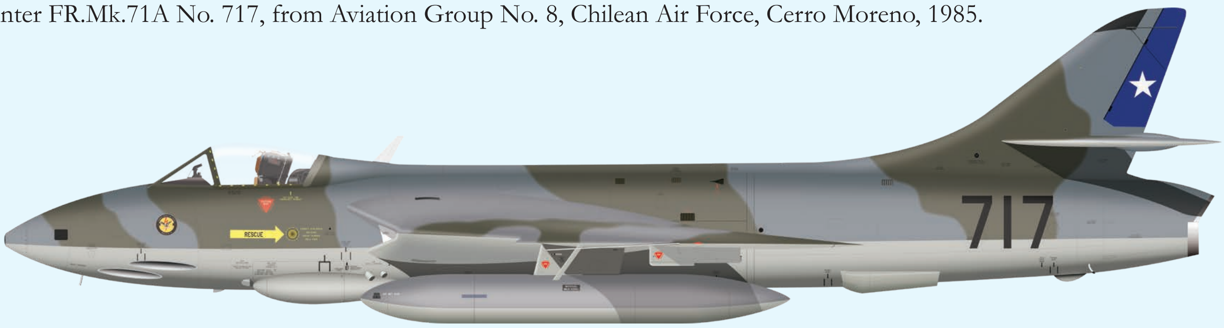
Hunter F.Mk.71 No. J-714, from Aviation Group No. 9, Chilean Air Force, El Tepual, 1973.



Hunter FR.Mk.71A No. J-716, from Aviation Group No. 9, Chilean Air Force, El Tepual, 1971.



Hunter FR.Mk.71A No. 717, from Aviation Group No. 8, Chilean Air Force, Cerro Moreno, 1985.



Second delivery

On 10 September 1969, the Chilean Air Force signed contract No. HSA/69/C/084 with Hawker Siddeley Aviation Ltd., for the conversion of 9 F.Mk.6 aircraft belonging to the RAF, to the FGA.Mk.9 standard. The delivery of these F.Mk.71 aircraft (export model for Chile) was materialized between December 1970 and September 1971. The planes received registration numbers from the J-722 to the J-730. This batch allowed the redistribution of Hunter aircraft between Group No. 7 and Group No. 9. Aviation Group No. 9 assigned its Lockheed F-80C/T-33A/RT-33A aircraft to the Aviation Group No. 12 in Punta Arenas and received the following 12 Hunters:

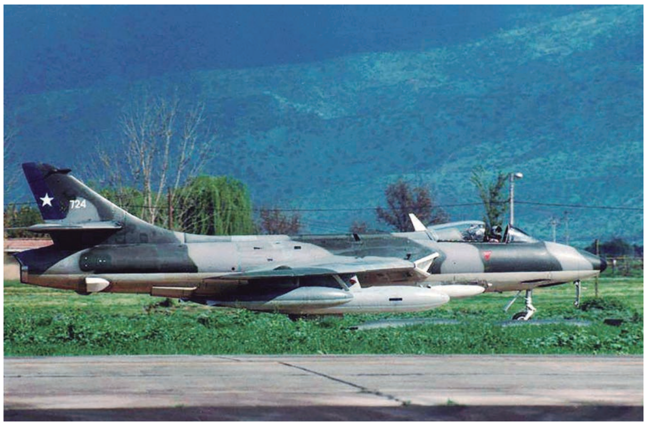
#	No. FACh	Model	Origin
1	J-708	F.Mk.71	Group No. 7
2	J-709	F.Mk.71	Group No. 7
3	J-710	F.Mk.71	Group No. 7
4	J-711	F.Mk.71	Group No. 7
5	J-712	F.Mk.71	Group No. 7
6	J-713	F.Mk.71	Group No. 7
7	J-714	F.Mk.71	Group No. 7
8	J-715	FR.Mk.71A	Group No. 7
9	J-716	FR.Mk.71A	Group No. 7
10	J-724	F.Mk.71	HSA
11	J-725	F.Mk.71	HSA
12	J-730	F.Mk.71	HSA

Additionally, a Hunter T.Mk.72 was received, enrolled as J-721. This aircraft had the distinction of being the second P.1101 prototype of the HSA trainer and was used by Martin Baker to perform ejection testing.

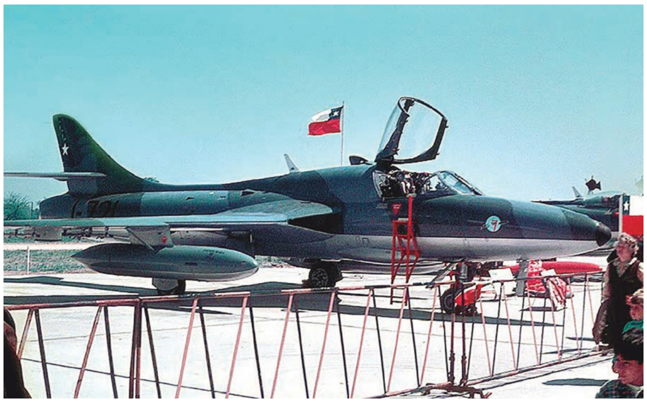
The most prominent aircraft of this second batch were No. J-721 and J-724 (724).

No. J-721 had already played an important role in the development of ejection seats, being Martin Baker's platform to assess its performance, even in critical conditions, by ejecting at speeds of up to 600 knots. In the colors of the FACh, it did not reach 10 years, when it disappeared during a dissimilar training flight on 26 March 1980, under the controls of the Commander of Aviation Group No. 9, Group Commander César Guevara and carrying as copilot the Colonel of the Brazilian Air Force Piragibe Fleury Curado. The loss of Commander Guevara was very deeply for his leadership and professional quality, being one of the pilots who participated in Atlantes Operation. The search for the aircraft was extended for several months, without finding a single evidence or rest of the plane and its crew.

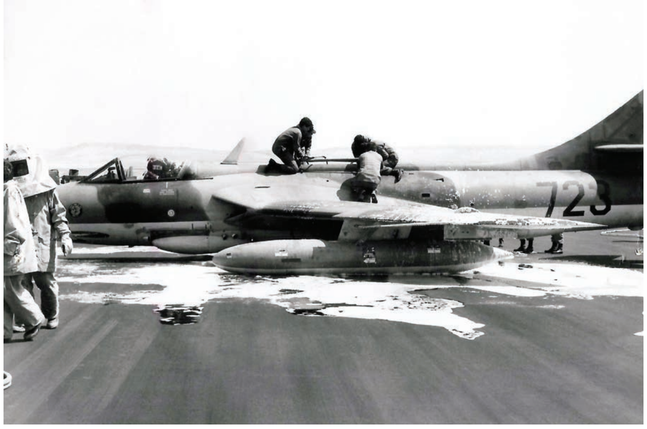
Another aircraft that stood out was the No. J-724, later re-designated as 724. This aircraft was one of the first Hunters to be wired to launch the Shafrir II missile, just before the 1978 Beagle Crisis, a very timely move to the threat of the Argentine Air Force, conducting interception operations and armed patrols with this famous missile in the Magellan zone. Its mission with the availability of this missile was demonstrated publicly by making several launches against aerial targets, in the form of flares. These missions were properly recorded in several photographs of the shootings. This aircraft also had the misfortune of being involved in a ground accident, in which a ground equipment specialist lost his life, who crossed the line of fire of one of its cannons, which was inadvertently fired during an electrical weapons inspection in late 1981.

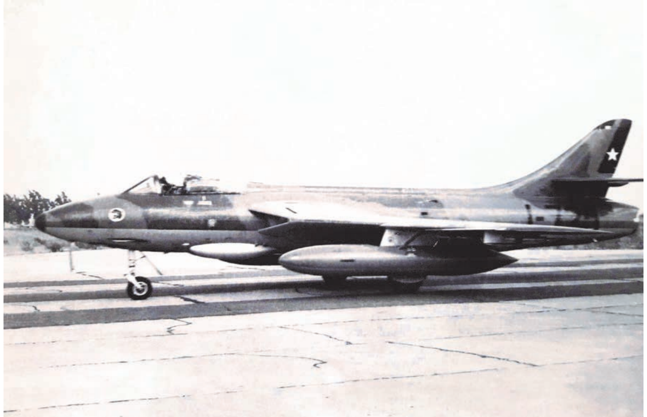

Hunter F.Mk.71 No. 724, in its last years of operation in Aviation Group No. 8, with its "Eagle" configuration and using an Eclipse electronic countermeasure device. (Patrick Laureau)

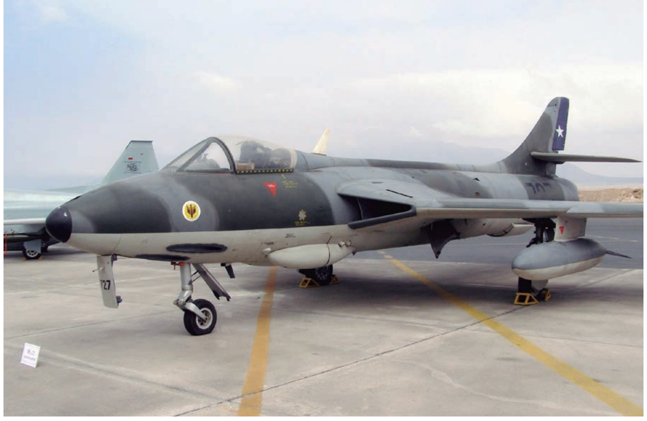
The planes of this second batch were better luck than the first and only five aircraft were lost in various accidents, with the unfortunate loss of three pilots and one specialist in ground equipment. At least three aircraft, the No. 724, 726 and 727, were preserved, the rest being scrapped, after being removed from service.


Hunter T.Mk.72 No. 721, on static display in Argentina in 1971, alongside the F.Mk.71 No. J-725. You can see the metallic tone of the lower surfaces. (Jorge Leonardi)

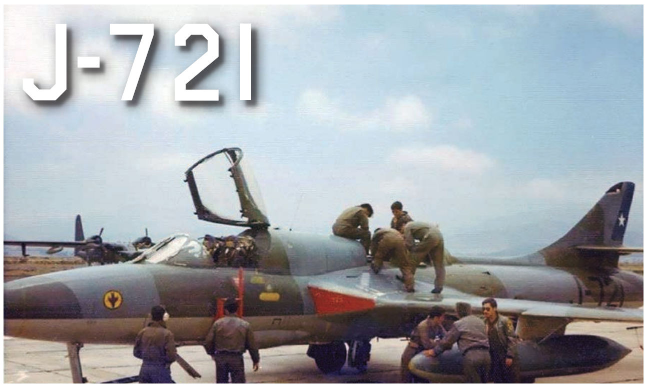
This batch also came using the RAF camouflage scheme, with the lower surfaces painted in a metallic hue and with stencils painted in English.


Hunter F.Mk.71 No. 723 from Aviation Group No. 8 is rescued by specialists after a crash landing over its auxiliary fuel tanks. (Rino Poletti collection)


Hunter F.Mk.71 No. 725 upon arrival in Chile was assigned to Aviation Group No. 9. In 1981 it would move to Group No. 8. (Rino Poletti collection)


Hunter F.Mk.71 No. 727, very well preserved in Aviation Group No. 8, carrying Rafael Shafrir II missiles, Cerro Moreno Air Base, Antofagasta. (Rino Poletti collection)

#	FACh	Model	Origin	Model	Identifier	Final Destiny in the Chilean Air Force
1	J-721	T.Mk.72	Martin Baker	P.1101	XJ627	Destroyed in accident on 26/03/1980.
2	J-722	F.Mk.71	RAF	F.Mk.6	XJ713	Retired from service and scrapped in 1994.
3	J-723	F.Mk.71	RAF	F.Mk.6	XF447	Crashed on 19/12/1989. Retired from Service in 1989.
4	J-724	F.Mk.71	RAF	F.Mk.6	XG199	Retired from service and preserved in 1995.
5	J-725	F.Mk.71	RAF	F.Mk.6	XF512	Crashed on 09/04/1987. Retired from service in 1987.
6	J-726	F.Mk.71	RAF	F.Mk.6	XE561	Retired from service and scrapped in 1994.
7	J-727	F.Mk.71	RAF	F.Mk.6	XE557	Retired from service in 1995. Preserved in Aviation Group No. 8.
8	J-728	F.Mk.71	RAF	F.Mk.6	XE644	Destroyed in accident on 23/03/1985.
9	J-729	F.Mk.71	RAF	F.Mk.6	XE625	Retired from service and scrapped in 1994.
10	J-730	F.Mk.71	RAF	F.Mk.6	XE580	Destroyed in accident on 19/02/1974.

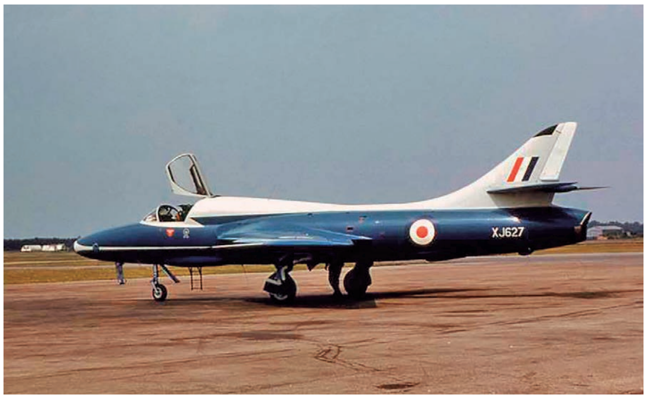


Service in the Royal Air Force

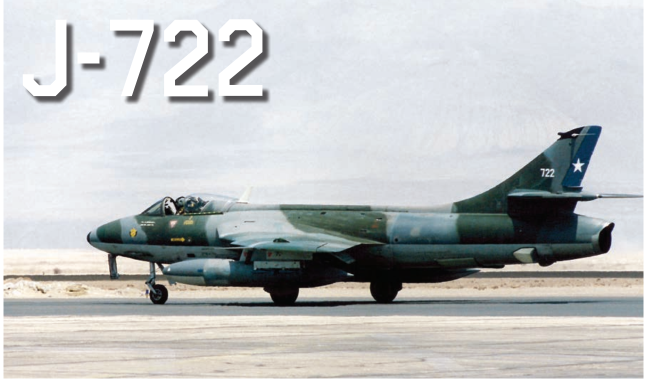
This Hunter was built in 1956 as the second prototype of the two-seat training aircraft, with the designation P.1101. It made its first flight on 17/11/1956. It took test flights at Boscombe Down in late 1957. It was returned to HSA in 1958 and is designated for testing of ejection seats, being sold to Martin Baker in Chalgrove on 19/11/1958. The right side of the plexiglass of the canopy is removed and a vertical division of thick plexiglass is installed in the middle of the cockpit to avoid damaging the pilot during ballistic testing of the ejections, which were performed at speeds of up to 600 knots. On 27/09/1969, it was purchased by HSA and converted to T.Mk.72, being sold to the Chilean Air Force with registration No. J-721

Service in the Chilean Air Force

It is delivered on 19/05/1971 and is assigned to Aviation Group No. 7. On 17 May 1973, it was transferred to Aviation Group No. 8 at Cerro Moreno Air Base, Antofagasta. On 26/03/1980, it crashed over the sea during a dissimilar aerial combat practice, with the death of Group Commander César Guevara Fuentes and Brazilian Colonel Piragibe Fleury Curado.



The trainer Hunter T.Mk.7 XJ627, parked on the Blackbushe Airport tarmac, on 5 June 1957, prior to its presentation at the Paris Air Show. (BAE Systems collection)

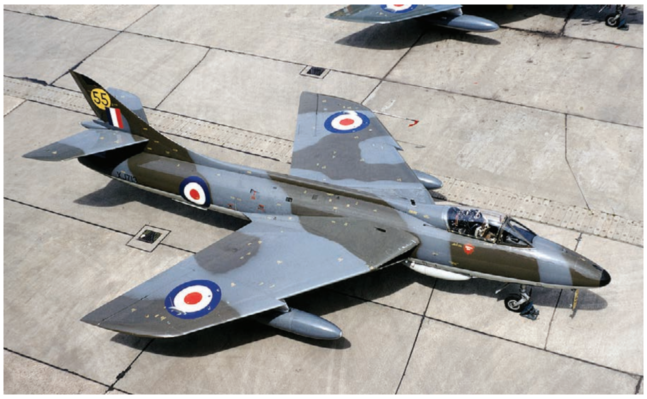


Service in the Royal Air Force

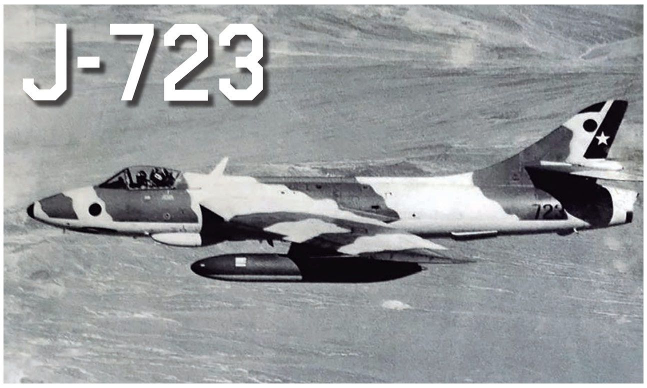
This Hunter was built in 1957 (c/n 41H/688088) by HSA, in Kingston-upon-Thames. Its first flight took place on 22 February 1957 under Duncan Simpson. It was delivered to the RAF under registration XJ713 in May 1957 and assigned to 5 Maintenance Unit at Kemble. It passed to 20 Squadron with the "G" identifier on 20 May 1957. On 2 January 1961, it was transferred to 14 Squadron with the identifier "B". It is subsequently assigned to 1 Squadron of 229 Operational Conversion Unit, with the identifier "55", at Wattisham Air Base. On 10 September 1969, it was purchased by HSA and converted to F.Mk.71, to be sold to the Chilean Air Force, and was delivered on 21 December 1970, with registration No. J-722

Service in the Chilean Air Force

It is transported by sea disassembled in crates and upon its arrival is assembled during 1971 and assigned to Aviation Group No. 7. On 17 May 1973 it was transferred to Aviation Group No. 8. In the mid-1980s it was modified with the improvements of the Eagle Program. It operated in Aviation Group No. 8 until the end of 1994, and was deregistered and subsequently scrapped.



Hunter F.Mk.6 XJ713, identifier "55" of RAF 229 Operational Conversion Unit, at Hatfield Air Force Base on 13 July 1968. Later in 1970 it would be converted in F.Mk.71 as J-722 for the FACh. (Adrian M. Balch collection)

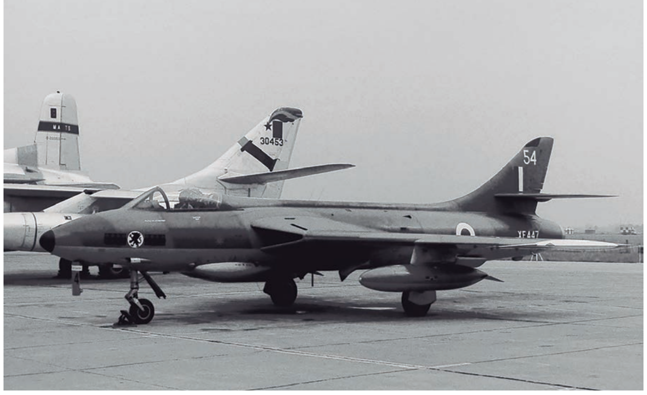


Service in the Royal Air Force

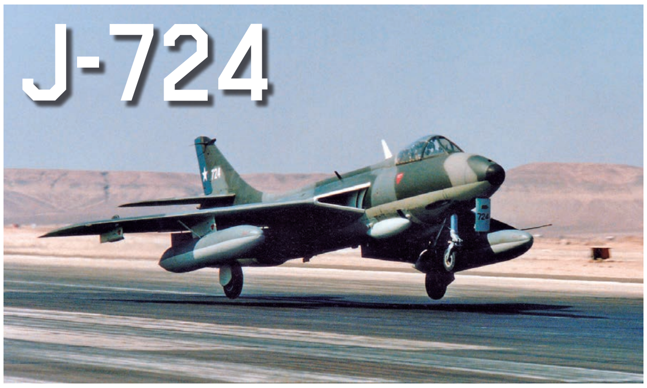
This Hunter was built in 1956 (c/n S4/U/3324) by Sir Armstrong Whitworth Aircraft Ltd. It was delivered to the RAF with the registration XF447 on 11 September 1956 and is assigned to 65 Squadron with the identifier "H". It was subsequently transferred to 92 Squadron on 18 September 1956. In 1963 it was transferred to 229 Operational Conversion Unit in Chivenor, where it was part of the "Black Dragons" Aerobatic Squadron. On 17 September 1969, it was purchased by HSA and converted to F.Mk.71, to be sold to the Chilean Air Force, being delivered on 31 December 1970, with registration No. J-723.

Service in the Chilean Air Force

It is transferred by sea being assembled and assigned to Aviation Group No. 7. At the end of 1976 it was transferred to Aviation Group No. 9 and in December 1981 it was transferred to Aviation Group No. 8 re-designated as 723. In the mid-1980s, it was modified with the improvements of the Eagle Program. On 19 December 1989, it crash landed without its landing gear deployed, and was subsequently deregistered to be scrapped and sold as scrap metal.



Hunter F.Mk.6 XF447, identifier "54" from RAF 92 Squadron, Middleton Saint George Air Base, 1962. This plane would pass to the FACh as the F.Mk.71 registered as No. J-723. (Mike Hines)

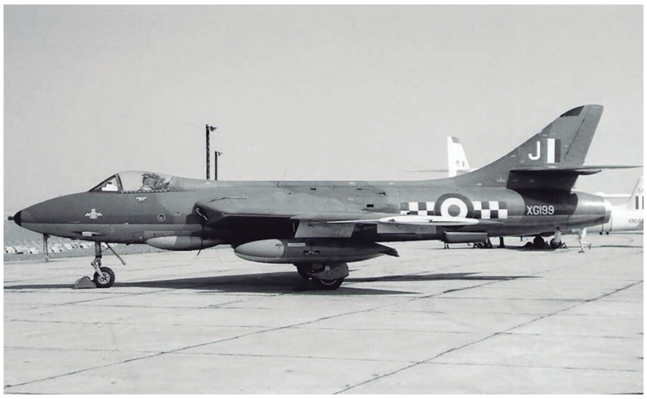


Service in the Royal Air Force

Built in 1956 as a F.Mk.6 model. Its first flight was made on 11/09/1957 by pilot David Lockspeiser. It was delivered to the RAF on 02/10/1956 with registration XG199, being assigned to 33 Maintenance Unit. It was subsequently transferred to 19 Squadron with the identifier "J" and finally to 229 Operational Conversion Unit in March 1964. On 02/12/1969 is purchased by HSA as G-9-312 and recording 2,620.21 hours of flight time, to be upgraded to FGA.Mk.9 standard and converted into F.Mk.71 and subsequently sold to the Chilean Air Force with registration number J-724, being delivered on 18/02/1971.

Service in the Chilean Air Force

It is assembled and assigned to Aviation Group No. 9, in Puerto Montt. In 1976 it was transferred to Cerro Moreno Air Base, Antofagasta. In 1976 it received the wiring to be able to use the Shafrir II missile by Israeli specialists in the Maintenance Wing. In 1978 it was deployed in Punta Arenas for the Beagle Crisis. This aircraft was the demonstrator of the Shafrir missile, making several launches against flares. In the mid-1980s, it was modified by the Eagle Program. It was deregistered in 1994.



Hunter F.Mk.6 XG199, "J" identifier from RAF 19 Squadron, Leconfield Air Base, 1961. This plane would pass to the FACh as the F.Mk.71 registration No. J-724. (Phillip Jarrett)

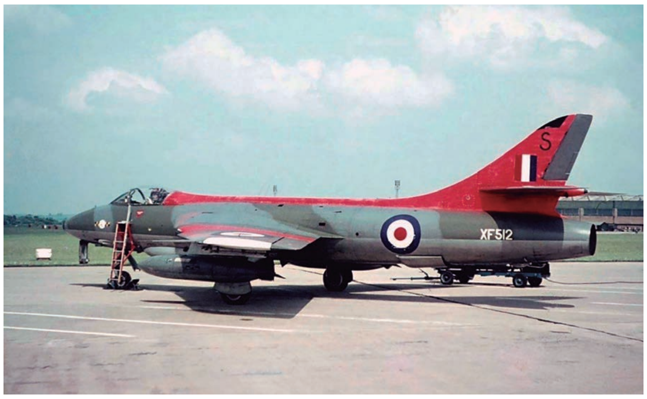
J-725

Service in the Royal Air Force

Built in 1956 as model F.Mk.6 by Sir W. G. Armstrong Whitworth Aircraft Ltd., Coventry. It was delivered to the RAF in 1956 with the registration XF512, being assigned to 33 Maintenance Unit and then assigned to the Day Fighter Squadron Leaders (DFSL). On 19/03/1957, it is damaged in an accident and is repaired. On 02/12/1969, it was purchased by HSA as G-9-313, to be converted into F.Mk.71 and subsequently sold to the Chilean Air Force with registration number J-725, being delivered on 24/03/1971.

Service in the Chilean Air Force

It is assembled and assigned to Aviation Group No. 9, in Puerto Montt. In 1976 it was transferred to Cerro Moreno Air Base, Antofagasta and transferred to Aviation Group No. 8. In 1981 it was re-designated as 725. On 09/04/1987, during the testing of the Ferrimar company's "Wasp" cluster bomb launch, one of the bombs exploded prematurely causing many of the sub-munitions to impact Hunters No. 725 and No. 745, receiving significant damage and landing in emergency both aircraft. Fortunately, their pilots were unharmed. Both aircraft were deregistered.



Hunter F.Mk.6 XF512, identifier "S", of the RAF's Day Fighter Leader Squadron (DFLS), Binbrook Air Base, July 1964. This Hunter would be converted in F.Mk.71 to the FACh as J-725. (Peter Middlebrook)

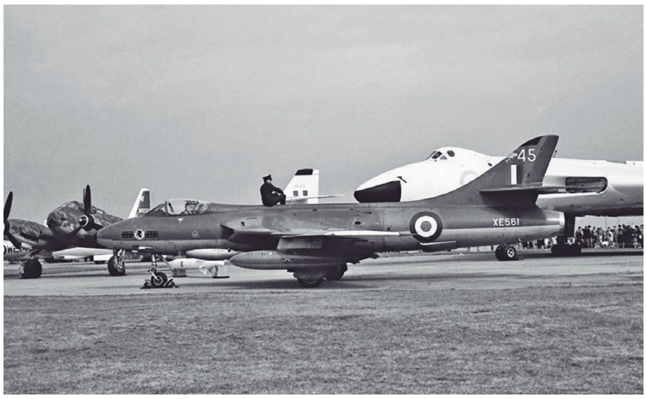
J-726

Service in the Royal Air Force

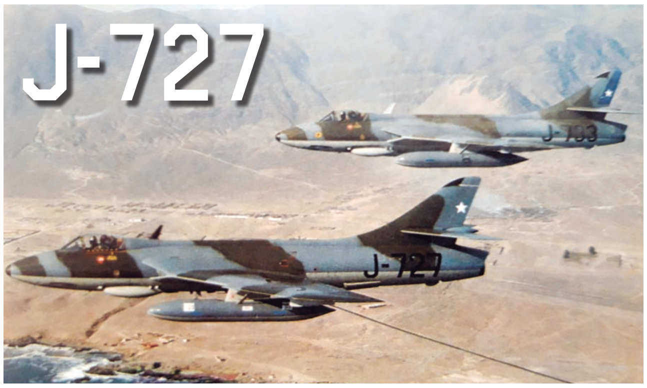
Built in 1956 as model F.Mk.6 by HSA, Kingston-upon-Thames. Its first flight was on 9 March 1956, by Hugh Merewether. It was delivered to the RAF on 4 April 1956 with registration XE561, and was assigned to 33 Maintenance Unit. It then operates in Squadrons No. 19 with the identifier "Z", No. 43 with identifier "D", No. 54, No. 111, No. 1 and finally 229 Operational Conversion Unit, identifier "45". On 16 March 1970, it was purchased by HSA as G-9-318, to be converted into F.Mk.71 and subsequently sold to the Chilean Air Force registered as number J-726, and was delivered on 4 May 1971.

Service in the Chilean Air Force

It is transported disassembled in crates by sea and assembled and assigned to Aviation Group No. 7, in Los Cerrillos. On 17 May 1973, it was transferred to Aviation Group No. 8 at Cerro Moreno Air Base, Antofagasta. In 1981 it was re-designated as 726 and in the mid-1980s, it was chosen to receive modifications to the "Eagle" Program. In 1987, it was retired from service. Subsequently, it is restored and installed as a monument at El Tepual Air Base, Puerto Montt.



Hunter F.Mk.6 register XE561, identifier "45" from RAF 229 Operational Conversion Unit (OCU), Finningley Air Base, 15 September 1962. (H John Black)

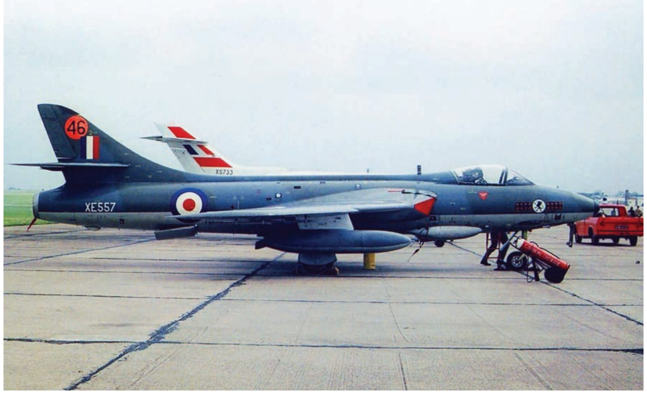


Service in the Royal Air Force

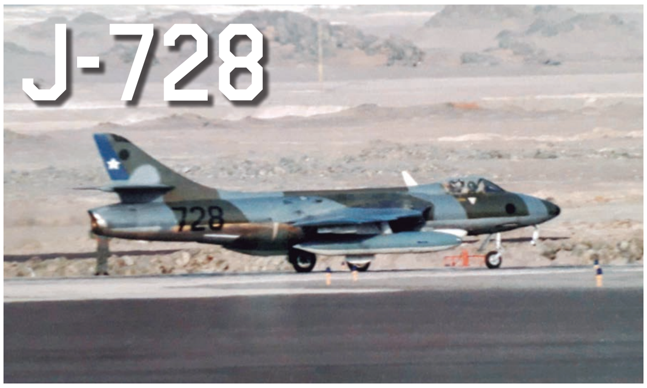
Built in 1956 as model F.Mk.6 by HSA, Kingston-upon-Thames. Its first flight was in command by David Lockspeiser on 01/03/1956. It was delivered to the RAF on 26/03/1956 with identifier XE557, being assigned to 5 Maintenance Unit at Kemble. It subsequently operated in 263 Squadron with the identifier "1" and then in 19 Squadron with the identifier "0", finally operated in 229 Operational Conversion Unit with the identifier "46". On 16/03/1970 is acquired by HSA as G-9-319, to be converted into F.Mk.71 and subsequently sold to the Chilean Air Force under registration No. J-727, being delivered on 03/06/1971.

Service in the Chilean Air Force

It is assembled and assigned to Aviation Group No. 7, in Los Cerrillos. On 17/05/1973 it was transferred to the Aviation Group No. 8 in Cerro Moreno, Antofagasta. In 1981, it was re-designated as 727 and in the mid-1980s, it received modifications to the "Eagle" Program. It was deregistered in 1995. This aircraft was preserved by Group No. 8 and shows its "Eagle" configuration and its penultimate paint scheme used operationally.



Hunter F.Mk.6 XE557, identifier "46" from RAF 229 Operational Conversion Unit, at Upper Heyford, 1967. This plane would pass to the FACh as F.Mk.71 registered as No. J-727. (Mark Taylor).

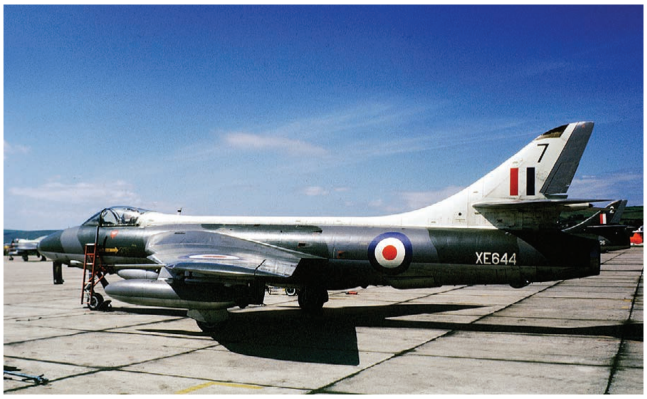


Service in the Royal Air Force

Built in 1956 as model F.Mk.6 by HSA, Kingston-upon-Thames. Its first flight was the 21/06/1956 by David Lockspeiser. It was delivered to the RAF on 10/07/1956 with registration XE644, being assigned to 5 Maintenance Unit, at Kemble. It then operated in 65 Squadron with the identifier "B" and is then transferred to 66 Squadron. On 06/09/1956 it moved to 92 Squadron and eventually operated in 229 Operational Conversion Unit with the identifier "7". On 23/05/1970 is purchased by HSA as G-9-322, with 2,869.20 flight hours, to be converted into F.Mk.71 and subsequently sold to the Chilean Air Force with registration No. J-728, being delivered on 07/07/1971.

Service in the Chilean Air Force

It is assembled and assigned to Aviation Group No. 7, in Los Cerrillos. On 17/05/1973, it was transferred to the Aviation Group No. 8 in Cerro Moreno, Antofagasta. In 1981 it was re-designated as 728 and in the mid-1980s, it received modifications to the "Eagle" Program. On 23/03/1985, while conducting an air-to-ground shooting mission, it lost control and crashed. Its pilot, Captain Duncan Silva Donoso managed to eject on time.



Hunter F.Mk.6 XE644, identifier "7" from RAF 229 Operational Conversion Unit, at Chivenor Air Base, 1963. This plane would pass to the FACh as F.Mk.71 registered as No. J-728. (Wernher Krutein)

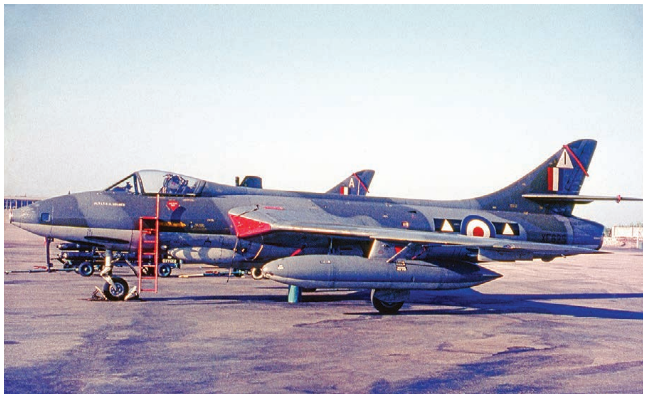
J-729

Service in the Royal Air Force

Built in 1956 as model F.Mk.6 by HSA, Kingston-upon-Thames. Its first flight was on 7 June 1956, made by Frank Bullen. It was delivered to the RAF on 11 July 1956 with registration XE625, and was assigned to 263 Squadron. It was converted to FR.Mk.10, operating in 2 Squadron with the identifier "I", on 28 February 1961. On 12 February 1970, it operated in 4 Squadron with the identifier "F". On 4 June 1970, it was purchased by HSA as G-9-331, with a total of 2,717.25 flight hours, to be converted into F.Mk.71 and subsequently sold to the Chilean Air Force with registration No. J-729, and delivered on 22 July 1971.

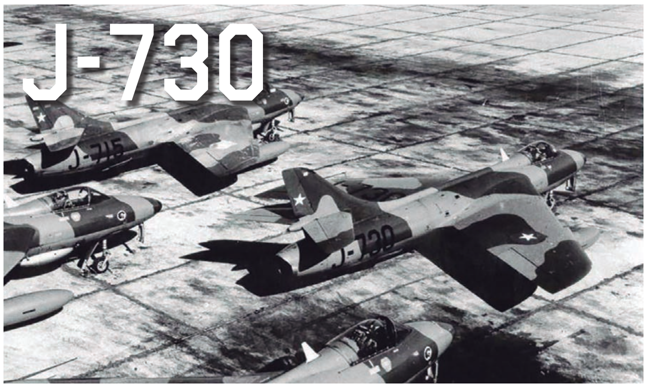
Service in the Chilean Air Force

It is transported in crates by sea and assembled and assigned to Aviation Group No. 7, in Los Cerrillos. On 17 May 1973, it was transferred to the Aviation Group No. 8 at Cerro Moreno Air Base, Antofagasta. On 8 July 1976, it was transferred to the Maintenance Wing for preservation. It is subsequently assigned to Aviation Group No. 9 and in 1979 it was transferred to Aviation Group No. 8. It is deregistered in the early 1990s, being sold as scrap metal.



Hunter FR.Mk.10 XE625, identifier "I" from RAF 2 Squadron, Gütersloh Air Base, Germany, 1968. Originally this aircraft was an F.Mk.6 and later to be converted to F.Mk.71 for the Chilean Air Force. (Mark Taylor)

J-730

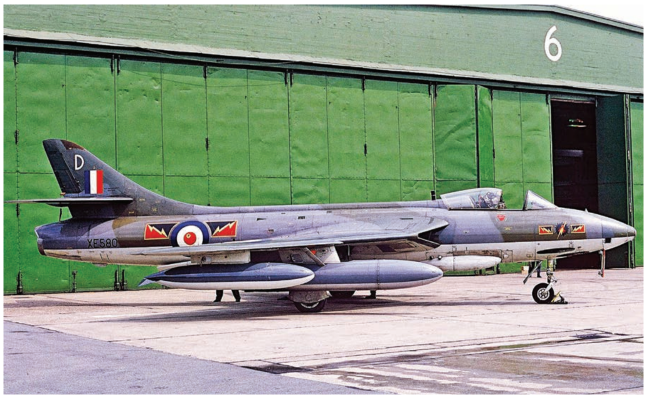


Service in the Royal Air Force

Built in 1956 as model F.Mk.6 by HSA, Kingston-upon-Thames. Its first flight was made by Frank Bullen on 15/03/1956. It was delivered to the RAF on 04/04/1956 with registration XE580, being assigned to 19 Maintenance Unit, in Saint Athan. From 05/03/1958 to 13/04/1959 it operates in 208 Squadron with the identifier "F". It then moves to 19 Squadron and on 28/09/1959 is sent to HSA to be converted into FR.Mk.10, being delivered to 19 Maintenance Unit on 01/12/1960. Finally, from 25/01/1961 it operates in 4 Squadron, identifier "D". On 04/06/1970 is purchased by HSA as G-9-332, with 2,758.10 flight hours, to be converted into F.Mk.71 and subsequently sold to the Chilean Air Force with registration No. J-730, being delivered on 02/04/1971.

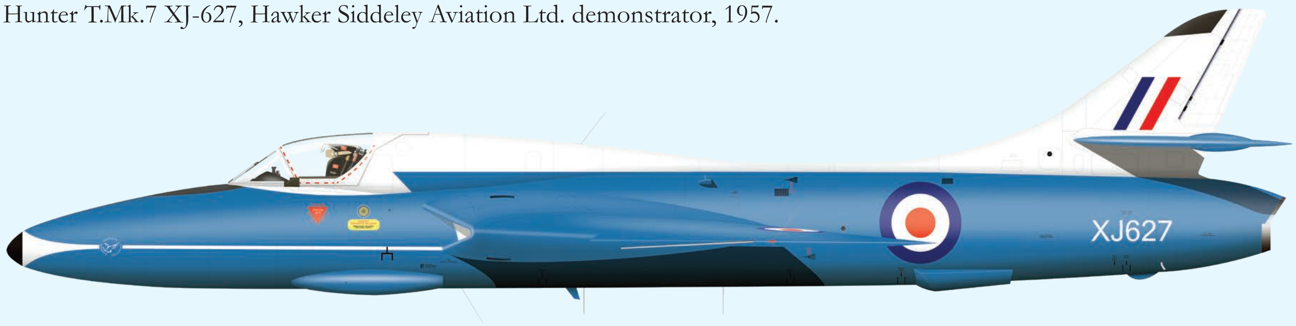
Service in the Chilean Air Force

It is transported disassembled in crates by sea and is assembled and assigned to Aviation Group No. 9, in Tepual, Puerto Montt. After a couple of years of operation, on 19/02/1974, it crashed during a training mission, colliding in the air with Hunter No. J-714. Unfortunately its pilot, Lieutenant Joaquín Berríos Carrasola, dies.

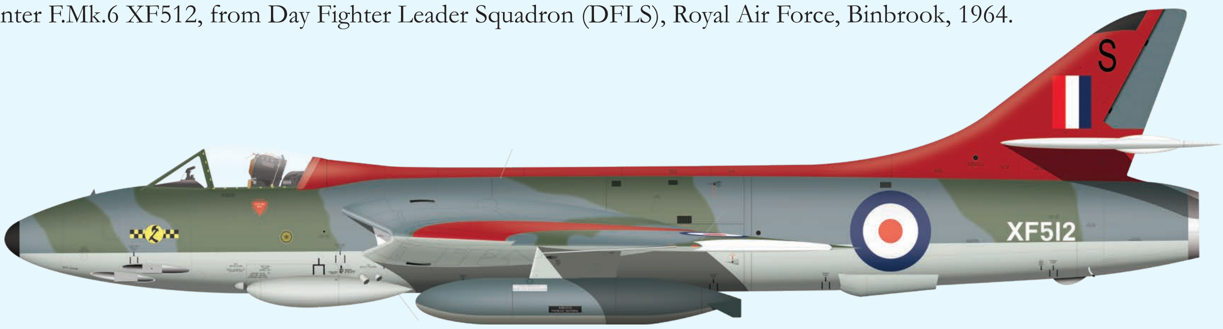


Hunter FR.Mk.10 XE580, identifier "D", from RAF 4 Squadron, Gütersloh Air Base, Germany, 1970. Originally this aircraft was an F.Mk.6. HSA converted to F.Mk.71 for the Chilean Air Force as J-730. (G. Kipp).

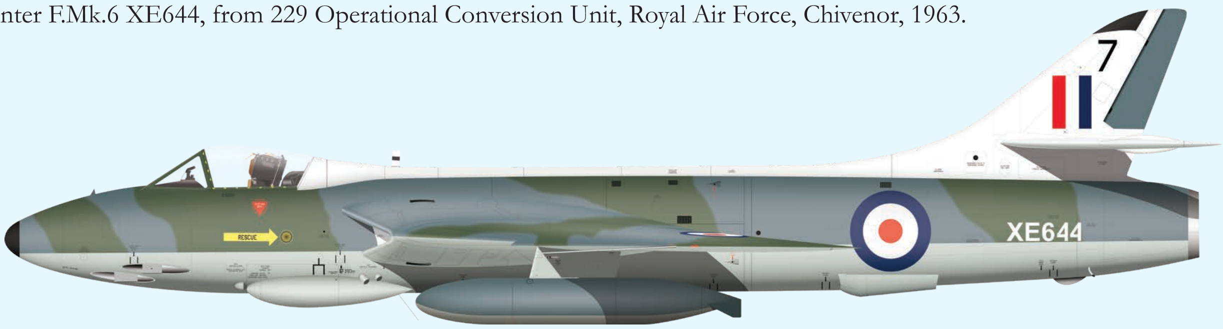
Hunter T.Mk.7 XJ-627, Hawker Siddeley Aviation Ltd. demonstrator, 1957.



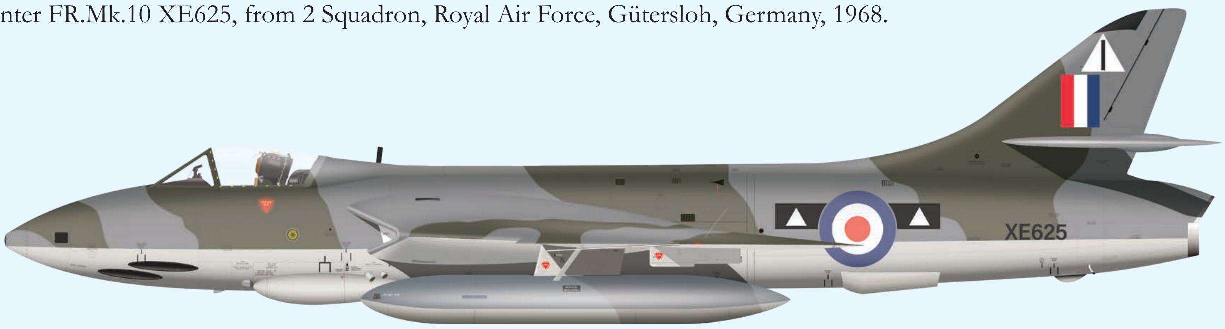
Hunter F.Mk.6 XF512, from Day Fighter Leader Squadron (DFLS), Royal Air Force, Binbrook, 1964.



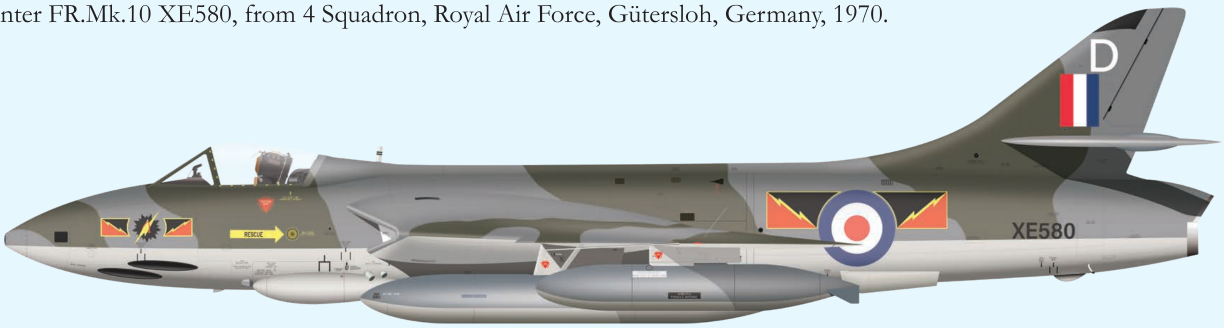
Hunter F.Mk.6 XE644, from 229 Operational Conversion Unit, Royal Air Force, Chivenor, 1963.


7
RESCUE
XE644

Hunter FR.Mk.10 XE625, from 2 Squadron, Royal Air Force, Gütersloh, Germany, 1968.



Hunter FR.Mk.10 XE580, from 4 Squadron, Royal Air Force, Gütersloh, Germany, 1970.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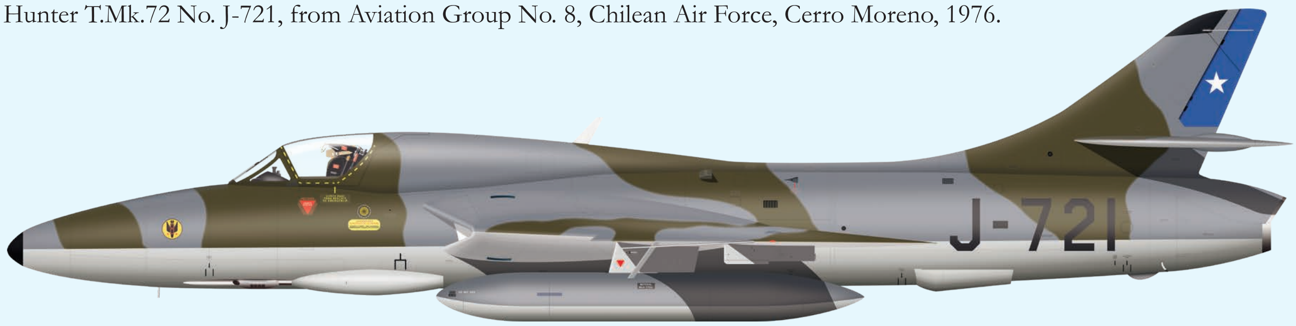
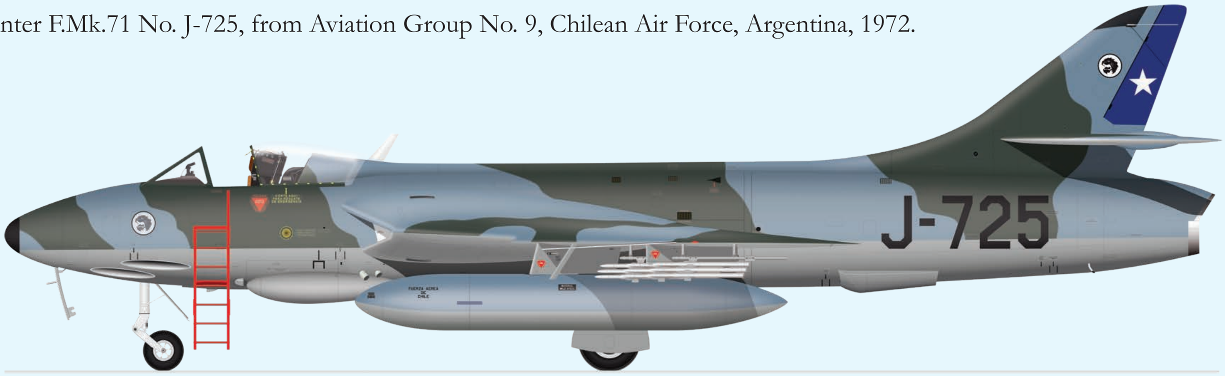
RESCUE
XE580

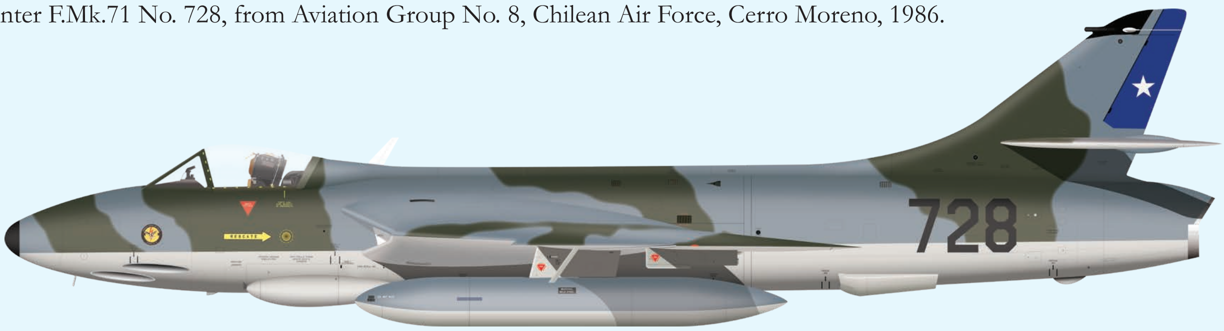
Hunter T.Mk.72 No. J-721, from Aviation Group No. 8, Chilean Air Force, Cerro Moreno, 1976.



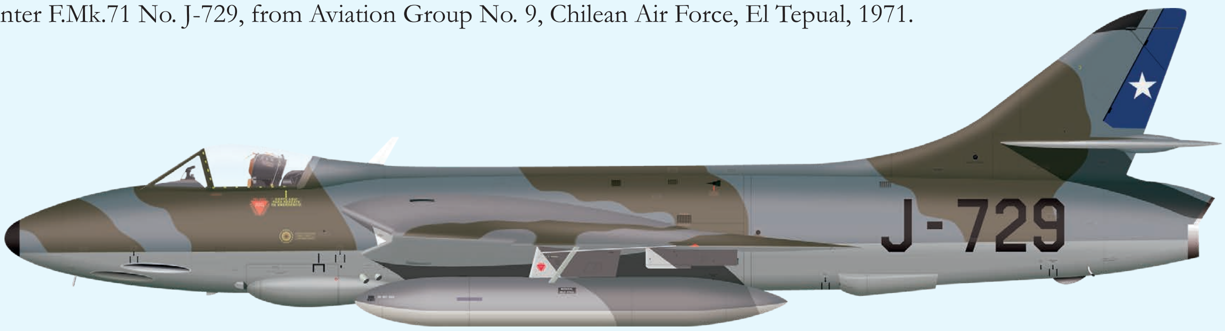
Hunter F.Mk.71 No. J-725, from Aviation Group No. 9, Chilean Air Force, Argentina, 1972.



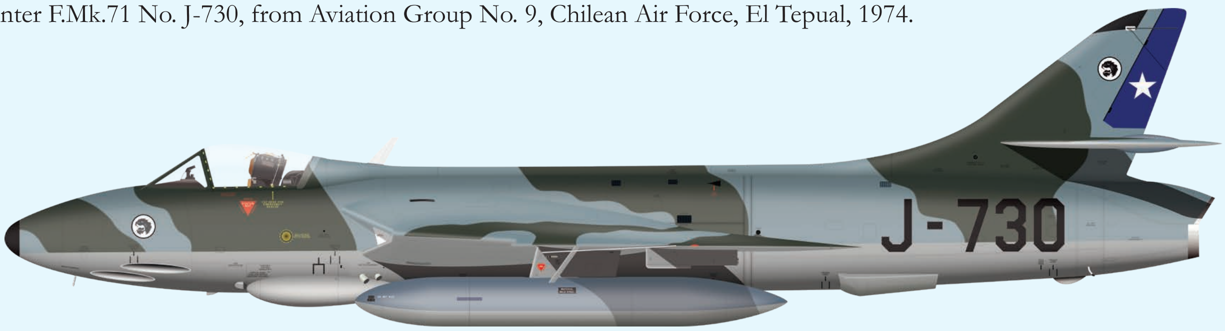
Hunter F.Mk.71 No. 728, from Aviation Group No. 8, Chilean Air Force, Cerro Moreno, 1986.



Hunter F.Mk.71 No. J-729, from Aviation Group No. 9, Chilean Air Force, El Tepual, 1971.



Hunter F.Mk.71 No. J-730, from Aviation Group No. 9, Chilean Air Force, El Tepual, 1974.



J-720
J-727
J-733

Third delivery and Operation Atlantes

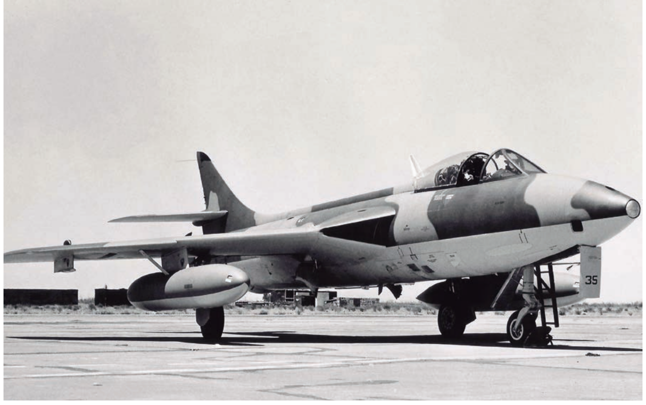
In 1971, the Government of Chile signed the third and final Hunter aircraft procurement contract, No. HSA/71/C/096, which considered the purchase of 4 F.Mk.71, 3 FR.Mk.71A reconnaissance and a T.Mk.72

The delivery of the first two aircraft materialized in September 1973 (J-731 and J-732), which were moved by sea. However, the remaining aircraft would be delivered in early 1974 and there were no economic resources for them to be transported by sea and with the latent possibility that the aircraft would be retained due to political changes that had occurred in September 1973.

In anticipation of a scenario like this, the Chilean Air Force had conceived a plan to move the aircraft in flight across the Atlantic, making appropriate modifications to the aircraft to be able to load extra fuel into a tank in the gunpack and the improvement of the aerodynamic coefficient, by eliminating the "Sabrinas" and blocking the exits of the cannons, which would allow the aircraft to have a better chance of covering the longer legs. Finally, the six Hunters were moved in two phases.

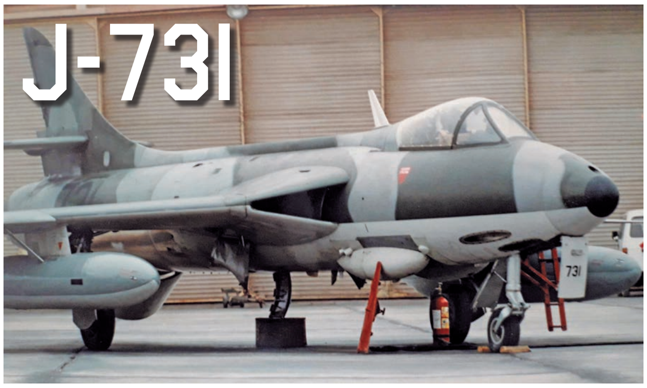
The first, carried out in January 1974, lasted 12 days and moved the J-734, J-735 and J-737 aircraft, led by the Commander of Aviation Group No. 7, Group Commander Mario López Tobar. While the second phase of transfer took place in February of that year and was led by the second commander of the Aviation Group No. 7, Squadron Commander Jorge Rojas Vender, moving the J-733, J-736 and J-738 aircraft.

This operation is considered a world milestone for the degree of readiness and perfect execution when transferring aircraft to the limit of their capabilities.



Hunter FR.Mk.71A No. J-735, ready to face one of the longest stretches of Operation "Atlantes", without sabrinas and with the additional fuel tank in the gunpack. (Rino Poletti collection)

#	FACh	Model	Origin	Model	Identifier	Destiny in the Chilean Air Force
1	J-731	F.Mk.71	RAF	F.Mk.4	WT801	Retired from service in 1987. Monument.
2	J-732	F.Mk.71	RAF	F.Mk.4	XF323	Retired from service and scrapped in 1994.
3	J-733	F.Mk.71	RAF	F.Mk.4	XF302	Retired from service and scrapped in 1994.
4	J-734	FR.Mk.71A	RAF	F.Mk.4	XF317	Retired from service in 1995. Preserved.
5	J-735	FR.Mk.71A	RAF	F.Mk.4	WV326	Retired from service in 1995. Preserved.
6	J-736	T.Mk.72	RAF	F.Mk.4	XE704	Retired from service in 1995. Preserved in flight condition by Hawker Hunter Aviation Ltd. as XE688.
7	J-737	F.Mk.71	RAF	F.Mk.4	WW653	Destroyed in accident on 14/02/1983.
8	J-738	FR.Mk.71A	RAF	F.Mk.4	XF982	Destroyed in accident on 10/03/1981.

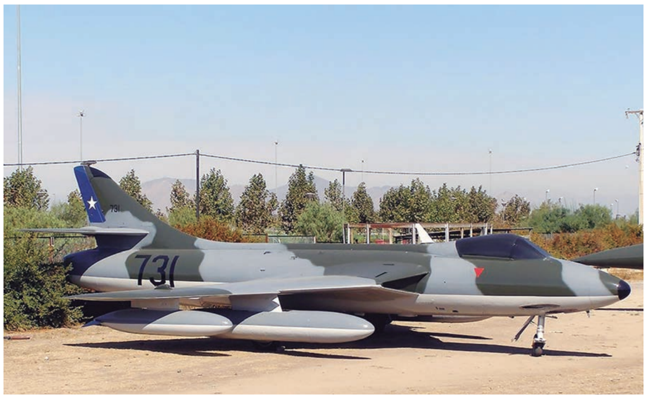


Service in the Royal Air Force

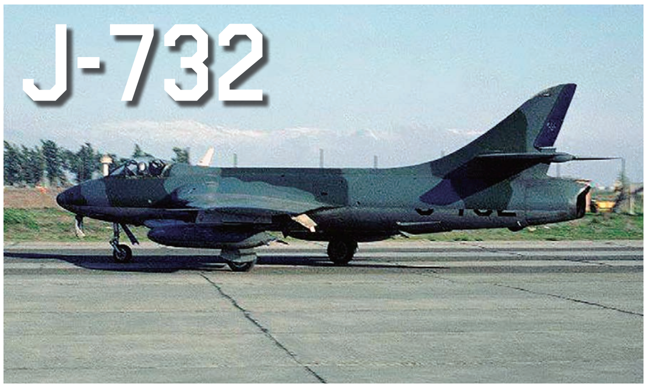
Built in 1954 as F.Mk.4 model by HSA, Kingston-upon-Thames. Its first flight was on 23/03/1955 made by Duncan Simpson. It was handed over to the RAF on 01/06/1955 with the registration WT801, being assigned to 4 Squadron. It was one of 3 F.Mk.4s that incorporated extensions of the wing's leading edge. It subsequently operated in 229 Operational Conversion Unit and 1 Technical Training School with No. 7789M, in 1960. In October 1971 it was purchased by HSA as G-9-379, to be converted into F.Mk.71 and subsequently sold to the Chilean Air Force registered as No. J-731, being delivered on 03/09/1973.

Service in the Chilean Air Force

It is transported disassembled in crates by sea and after is assembled and assigned to Aviation Group No. 7, in Los Cerrillos. On 24/11/1975, it was transferred to the Aviation Group No. 8 at Cerro Moreno Air Base, Antofagasta. On 15/10/1979, it crash landed, being repaired. On 18/07/1981, the brakes fail during landing, exceeding the runway with minor damage. It was deregistered in 1987. It was restored by the Aeronautical Museum and is currently in the Specialty School as a monument.



Hunter F.Mk.71 No. 731, recently restored by the National Aeronautical and Space Museum of Chile, in 2011. It had previously been at the Specialty School at El Bosque Air Base. (Raúl Zamora)

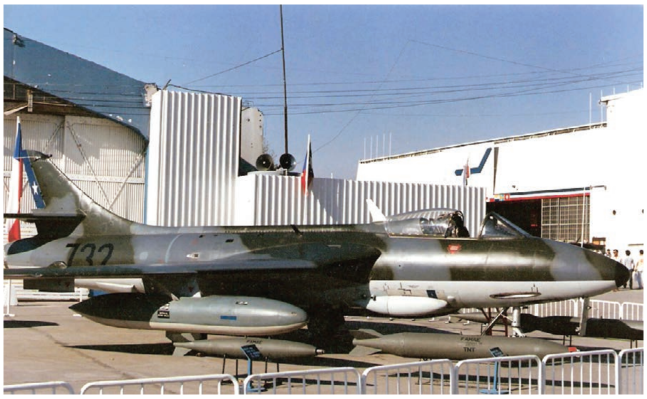


Service in the Royal Air Force

Built in 1955 as model F.Mk.4 by Hawker Aircraft, Blackpool. It was delivered to the RAF on 17 February 1956 with the registration XF323, being assigned to 45 Maintenance Unit, RAF College, Manby. On 30 October 1971, it was purchased by HSA as G-9-380, to be converted into F.Mk.71 and subsequently sold to the Chilean Air Force registered as No. J-732, and was delivered on 7 September 1973.

Service in the Chilean Air Force

It is transported disassembled in crates by sea and after is assembled and assigned to Aviation Group No. 7, Los Cerrillos Air Base. On 24 November 1975, it was transferred to the Aviation Group No. 8 at Cerro Moreno Air Base, Antofagasta. Like Hunter No. J-729, it is selected to be preserved in the Maintenance Wing and is transferred on 8 July 1976. It is put back in flight and reassigned to Aviation Group No. 8. On 20 September, 1980, one of its tires bursts during landing, without further damage. In the mid-1980s, it underwent modifications to the Eagle Program. It was deregistered in the early 1990s, being scrapped and its parts sold as scrap metal.



Hunter F.Mk.71 No. 732, on static display at FIDA 1986, at El Bosque Air Base. The aircraft already incorporates the modifications of the "Eagle" Project. (Via Javier Muñoz)

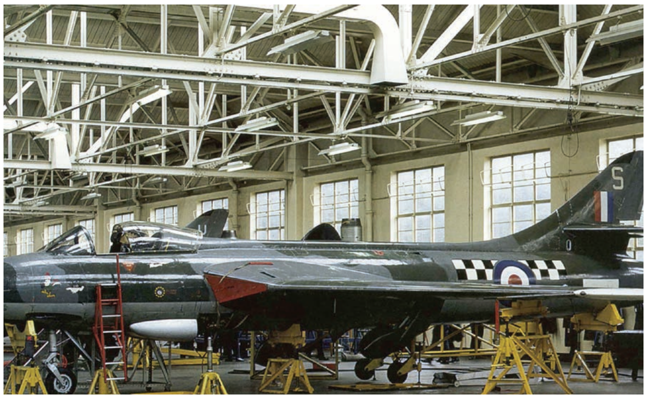
J-733

Service in the Royal Air Force

Built in 1955 as model F.Mk.4 by Hawker Aircraft, Blackpool. On 12 January 1956 it made its first flight. It was delivered to the RAF on 30 December 1955 with the registration XF302, being assigned to 5 Maintenance Unit, at Kemble. It subsequently operated in 43 Squadron with the identifier "S" and later at the Technical Training School, with the identifier 774M, at Halton Air Force Base. On 16 December 1971, it was purchased by HSA as G-9-382, to be converted into F.Mk.71 and subsequently sold to the Chilean Air Force registered as No. J-733, and it was delivered on 15 February 1974.

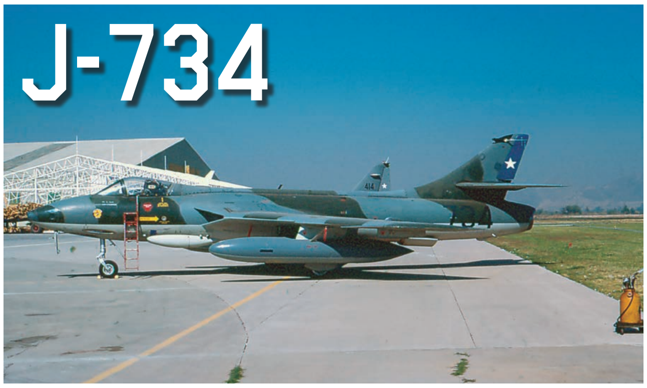
Service in the Chilean Air Force

This aircraft is transferred in flight from England across the Atlantic Ocean, in the second phase of Operation "Atlantes", along with T.Mk.72 No. J-736 and FR.Mk.71A No.J-738, in February 1974. It is assigned to Aviation Group No. 7, Los Cerrillos Air Base. On 24 November 1975, it was transferred to the Aviation Group No. 8 at Cerro Moreno Air Base, Antofagasta. In 1981 it was re-designated as 733. It is retired from service and preserved in the late 1980s.



Hunter F.Mk.4 XF302, as an instructional aircraft at the RAF Technical Training School, as 7774M, at Halton Air Force Base, 07/05/1971. (Adrian M. Balch Collection)

J-734

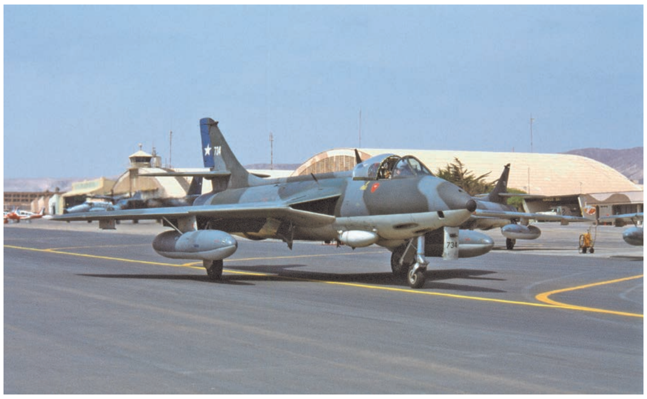


Service in the Royal Air Force

Built in 1955 as model F.Mk.4 by Hawker Aircraft, Blackpool. It was delivered to the RAF on 30/01/1956 with the registration XF317, being assigned to 33 Maintenance Unit, in Lyneham. Subsequently, on 08/03/1956 is assigned to 67 Squadron with the identifier "U". On 16/04/1957 it moved to 5 Maintenance Unit, at Kemble. It is eventually assigned to 1 Technical Training School, Halton as instructional cell No. 7773M. In December 1971 it was purchased by HSA as G-9-383, to be converted into FR.Mk.71A and subsequently sold to the Chilean Air Force registered as No. J-734, being delivered on 11 January 1974.

Service in the Chilean Air Force

It is flown from England in the first phase of Operation "Atlantes", along with the J-735 and J-737 aircraft. It was assigned to Aviation Group No. 8, in 1979 it was transferred to Aviation Group No. 9 and in 1981 it was transferred back to Group No. 8. In the mid-1980s, it was modified to the "Eagle" standard. On 17/03/1982, crashed landed, being repaired. It participated in the farewell flight of the Hunter in Chile, on 19/04/1995, being subsequently deregistered.



Hunter FR.Mk.71A No. 734 of Aviation Group No. 8, at the end of its operational life in the 1990s, using the last registered livery, Cerro Moreno Air Base. (Alessandro Bocca)

J-735

Service in the Royal Air Force

Built in 1955 as model F.Mk.4 by Hawker Aircraft Ltd., Kingston-upon-Thames. Its first flight was on 07/06/1955 by Frank Bullen. It was delivered to the RAF on 05/07/1955 with registration WV326, being assigned to 54 Squadron, identifier "F". It is subsequently assigned to 4 Squadron with the identifier "R". On 25/01/1961 it is assigned to 1 Technical Training School in Halton as instructional cell No. 7669M and with the identifier "24". In January 1972, it was purchased by HSA as G-9-396, to be converted into FR.Mk.71A and subsequently sold to the Chilean Air Force registered as No. J-735, being delivered on 11 January 1974.

Service in the Chilean Air Force

It is flown from England in the first phase of Operation "Atlantes", along with the J-734 and J-737 aircraft. It is assigned to Aviation Group No. 8. On 14 March 1979, it crashed at Los Condores Air Base, Iquique, off-runway, and was recovered. In the mid-1980s it was modified to the "Eagle" standard. It also participated in the last join exercises in 1994. It participated in the farewell flight of the Hunter in Chile, on 19 April 1995, along with the 718, 735 and 736 aircraft, and subsequently deregistered.

Hunter F.Mk.4 WV326, as an instructional aircraft at the RAF Technical Training School, as 7669M, at Halton Air Force Base, 07/05/1971. (Adrian M. Balch Collection)

J-736

Service in the Royal Air Force

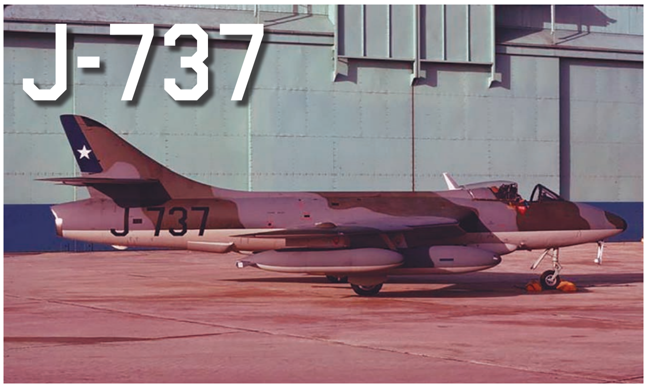
Built in 1955 as F.Mk.4 by HAL, Blackpool. It was delivered to the RAF on 07/10/1955 with registration XE704, being assigned to 45 Maintenance Unit. In 1956 it operated in Squadrons No. 118 with the identifier "S" and No. 112 with the identifier "S". On 21/05/1957, it is assigned to 5 Maintenance Unit at Kemble. It is eventually assigned to 1 Technical School of Instruction, as instructional cell No. 7788M. In January 1972 it was purchased by HSA as G-9-397, to be converted into T.Mk.72 and subsequently sold to the Chilean Air Force under registration No. J-736, being delivered on 15 February 1974.

Service in the Chilean Air Force

It is flown from England in the second phase of Operation "Atlantes", along with the J-733 and J-738 aircraft. It is assigned to Aviation Group No. 8. In the mid-1980s, it was modified to the "Eagle" standard. It participates in the Hunter's farewell flight on 19/04/1995 and is deregistered. It was donated to the Specialty School as an instructional aircraft and in the year 2,000 is sold to EMBRAER with the registration PP-XHH. In 2018, it was purchased by Hawker Hunter Aviation Ltd. registered as XE688 and in 2019 was put into flight again.

Hunter T.Mk.72 No. 736, of Aviation Group No. 8, being refilled with fuel, after an instructional mission, Cerro Moreno Air Base, in 1989. (Alessandro Bocca)

J-737

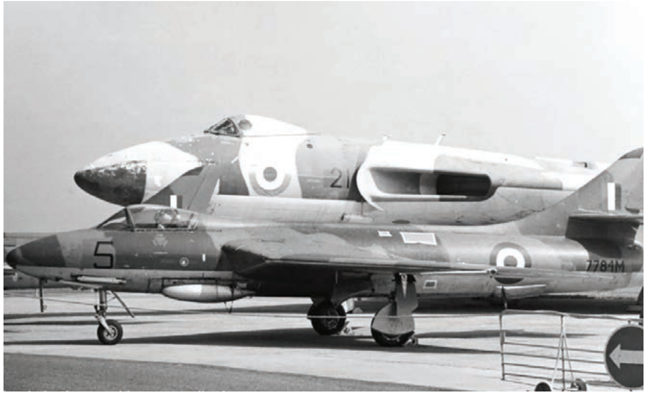


Service in the Royal Air Force

Built in 1955 as model F.Mk.4 by HAL, Blackpool. On 30/03/1955 it made its first flight. It was delivered to the RAF on 30/03/1955 with registration WW653, being assigned to 33 Maintenance Unit, in Lyneham. On 21/04/1955 is assigned to 98 Squadron and then 118 on 03/10/1955. It then returned to 98 Squadron on 14/10/1955. It is then assigned to 5 Maintenance Unit at Kemble on 08/04/1957. It is eventually assigned to 1 Technical Training School as instructional cell No. 7784M. In January 1972 it was purchased by HSA as G-9-398, to be converted into F.Mk.71 and subsequently sold to the Chilean Air Force registered as No. J-737, being delivered on 11 January 1974.

Service in the Chilean Air Force

It is transferred in flight from England in the first phase of Operation "Atlantes", along Hunters No. J-734 and J-735. It is assigned to Aviation Group No. 7 and on 24 November 1975 it was transferred to the Aviation Group No. 8 at Cerro Moreno Air Base, Antofagasta. In October 1981 is re-designated as 737. On 14/02/1983 it crashed during a low-level navigation mission, its pilot, RAF Lieutenant in exchange, Richard Thomas, died.



Hunter F.Mk.4 7784M from RAF 98 Squadron, 1958. This aircraft would be converted into F.Mk.71 and would become the J-737/737 in the Chilean Air Force. (Robin Walker)

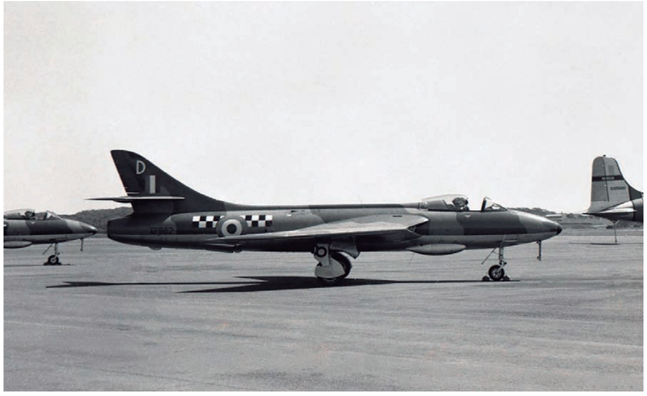
J-738

Service in the Royal Air Force

Built in 1956 as model F.Mk.4 by Hawker Aircraft, Blackpool. It was delivered to the RAF on 01/06/1956 with registration XF982, being assigned to 5 Maintenance Unit, at Kemble. It is then assigned to 43 Squadron with the identifier "D" and 229 Operational Conversion Unit. In February 1972 it was purchased by HSA as G-9-391, to be converted into FR.Mk.71A and subsequently sold to the Chilean Air Force under registration No. J-738, being delivered in February 1974.

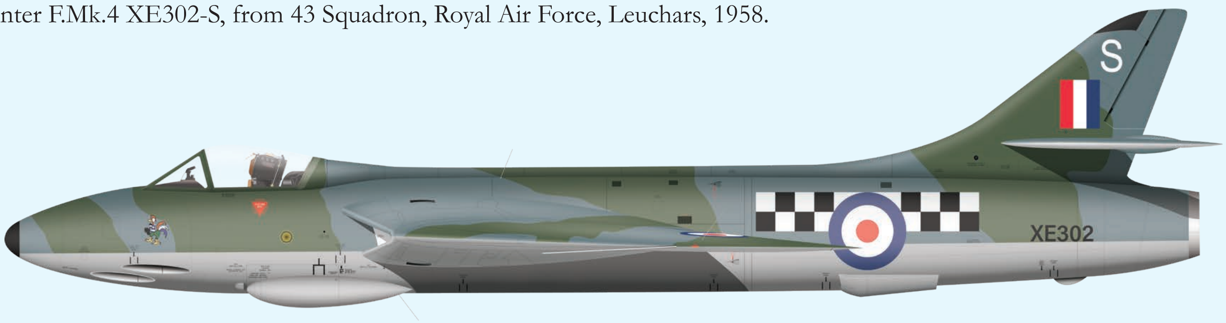
Service in the Chilean Air Force

It is flown from England in the second phase of Operation "Atlantes", along with Hunters No. J-733 and J-736. It is assigned to Aviation Group No. 9, at El Tepual Air Base, Puerto Montt. In 1976 it was transferred to Cerro Moreno Air Base in Antofagasta, along with Aviation Group No. 9. In 1977 a variation of the desert scheme was applied. On 10 March 1981, while Lieutenant Alexis Núñez Pimentel was conducting a training mission, he declared an emergency and warns that he will eject over the sea. Unfortunately, after his last contact and a search of more than 30 days, the Air Force could not find any traces of the accident.

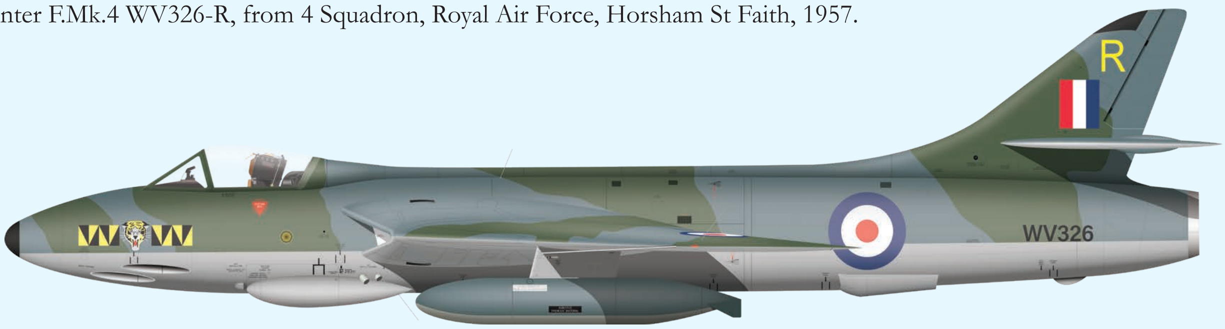


Hunter F.Mk.4 XF982, identifier "D", from RAF 43 Squadron, Prestwick Air Base, 1958. This plane would pass to the FACh as FR.Mk.71A, registered as No. J-738. (Jim Cain)

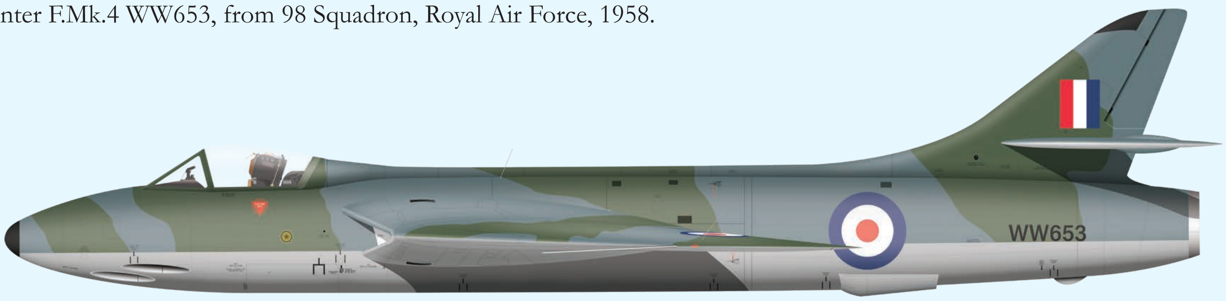
Hunter F.Mk.4 XE302-S, from 43 Squadron, Royal Air Force, Leuchars, 1958.



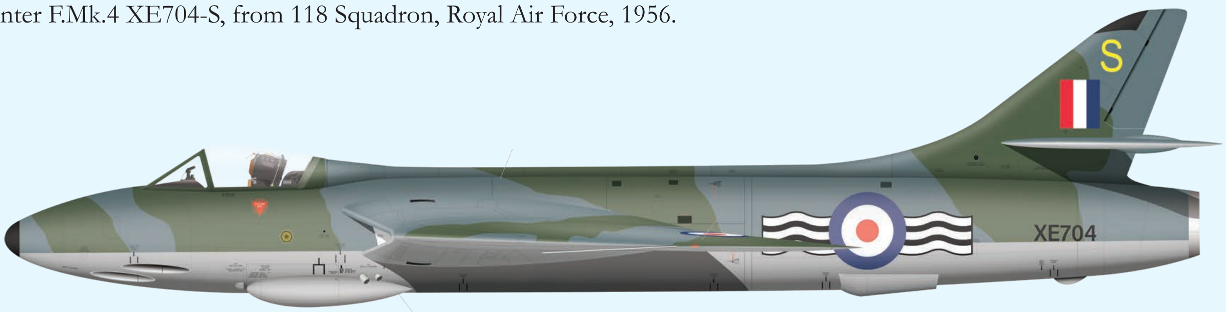
Hunter F.Mk.4 WV326-R, from 4 Squadron, Royal Air Force, Horsham St Faith, 1957.



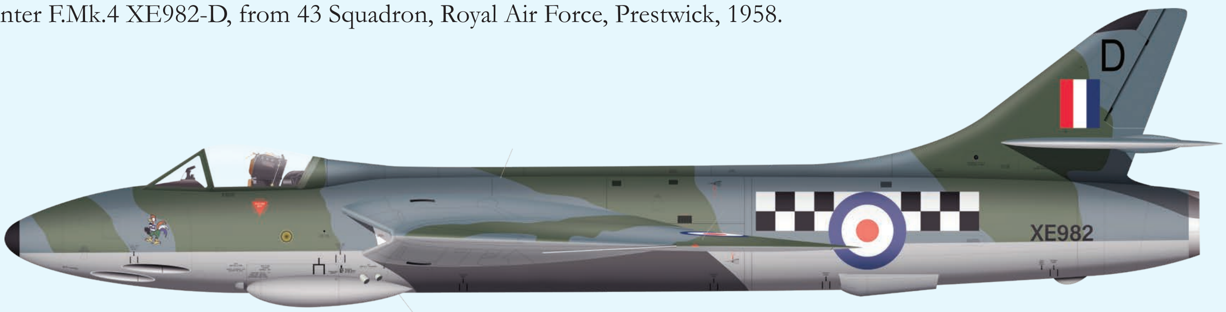
Hunter F.Mk.4 WW653, from 98 Squadron, Royal Air Force, 1958.



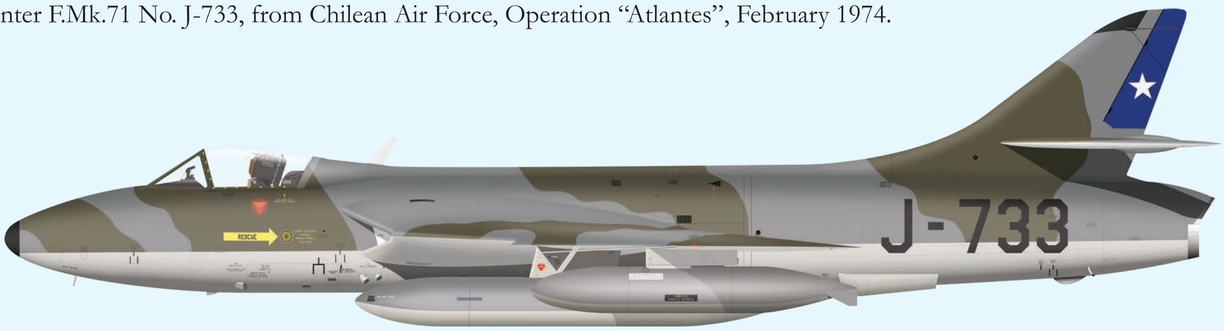
Hunter F.Mk.4 XE704-S, from 118 Squadron, Royal Air Force, 1956.



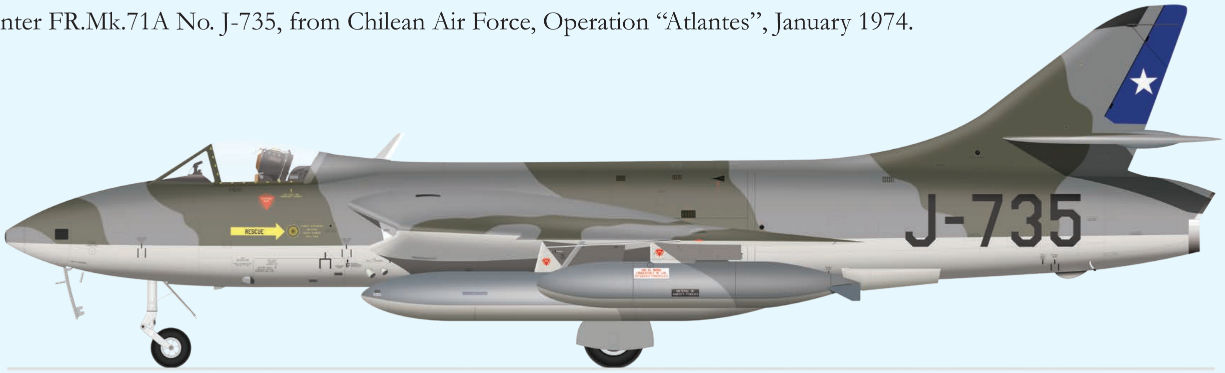
Hunter F.Mk.4 XE982-D, from 43 Squadron, Royal Air Force, Prestwick, 1958.



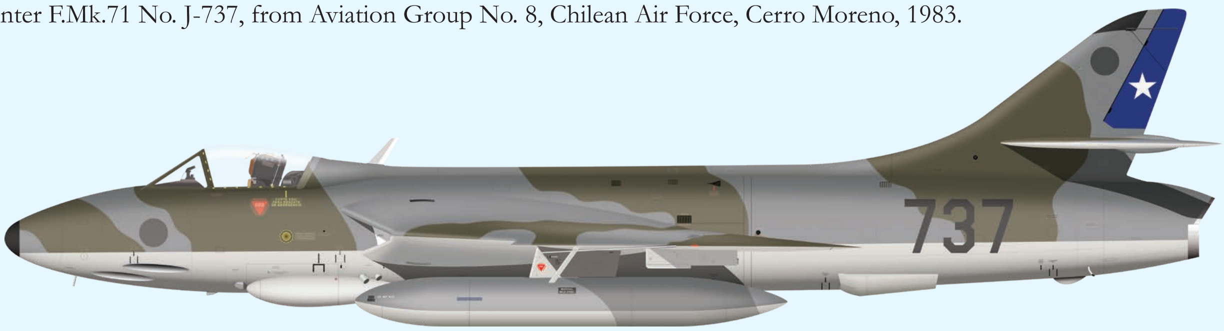
Hunter F.Mk.71 No. J-733, from Chilean Air Force, Operation “Atlantes”, February 1974.



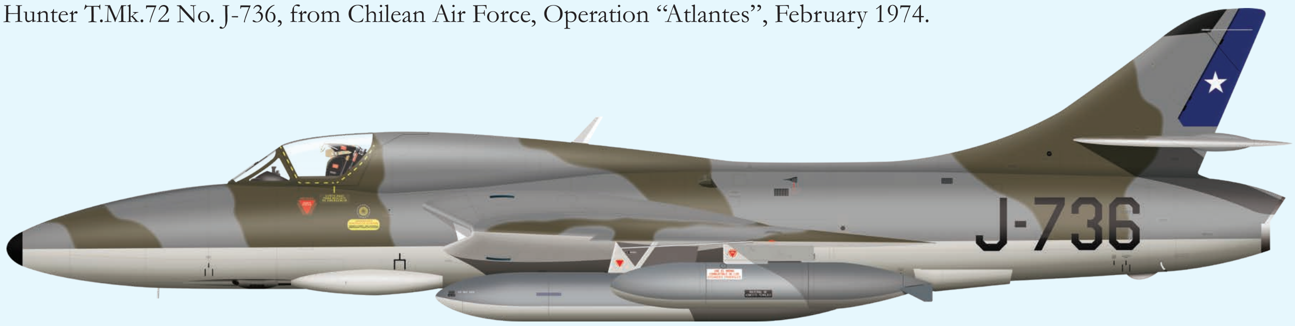
Hunter FR.Mk.71A No. J-735, from Chilean Air Force, Operation “Atlantes”, January 1974.



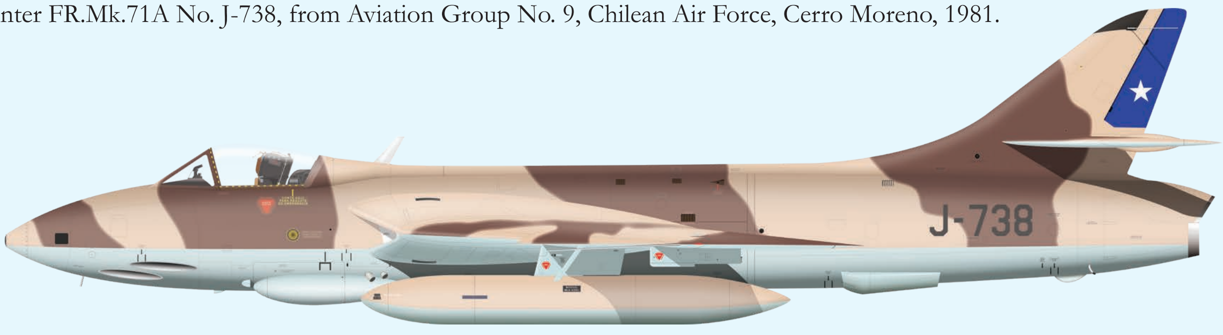
Hunter F.Mk.71 No. J-737, from Aviation Group No. 8, Chilean Air Force, Cerro Moreno, 1983.



Hunter T.Mk.72 No. J-736, from Chilean Air Force, Operation “Atlantes”, February 1974.



Hunter FR.Mk.71A No. J-738, from Aviation Group No. 9, Chilean Air Force, Cerro Moreno, 1981.



4th delivery and the Falklands War

The last delivery of Hunter aircraft to the Chilean Air Force had unsuspected political edges and was kept secret for a long time and was the Chilean Air Force's own leader at the time, General Fernando Matthei Aubel, who revealed the origin of that acquisition.

In 1982 the Argentine government ventured into the recovery of the Falklands Islands and South Georgia, an initiative that lasted until the reaction of England's political leaders. Thus, Argentinians were in a very unequal war, which, while they fought very bravely, especially the pilots of their air force, ultimately lost to the superiority of technological means and the capacity of the English armed forces.

What was not known at the time, although there were suspicions, was Chilean aid to the English Task Force. This aid was requested directly by England from the Chilean Air Force Commander-in-Chief, who did not hesitate to provide intelligence to anticipate Sea Harrier's PACs in the face of Argentine Air Force incursions. This aid was immediately repaid with the sale of 14 Hunter aircraft, 12 FGA.Mk.9, withdrawn directly from RAF Squadrons and 2 T.Mk.67s, from the Kuwait Air Force. In addition, 3 Canberra PR.9 and an undetermined number of radars were sold.

The introduction of these aircraft came to alleviate the delicate operational rate of Chilean Hunter fleet, but at the same time it was an additional difficulty in adding new procedures to be able to operate them, due to differences with the original models. The Eagle Program aimed precisely at standardizing the different cockpits and equipment of the fleet and now one more model was added. One move the RAF took was to send a couple of pilot officers on the trade to help introduce the FGA.Mk.9. However, one of them, Flight Lieutenant Richard Thomas, crashed in a Chilean plane (737), whose cabin was unfamiliar to him. Even the loss of the FGA.Mk.9 No. 743 may also have something to do with differences in the cockpits (by the position of the engine re-ignition switch), despite being subjected to modifications of the "Eagle" Program along with the No. 745.

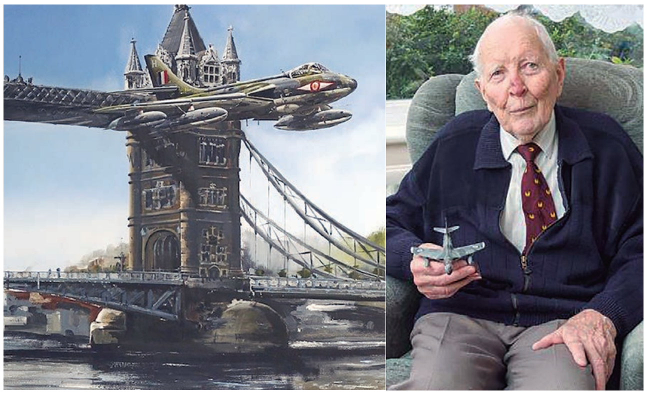
What is appreciated for the arrival of these aircraft was their operational availability. According to testimonials from pilots and mechanics, they failed little, but did not have the improvements of the "Eagle" aircraft, especially with regard to RWR and electronic counter-measures, which meant a tactical disadvantage when employing them in air combat training.

While these aircraft came with the same paint schemes used by Chilean Hunters, they were easily distinguishable by the white color in the engine air inlets, corresponding to the DME - Eureka Mk.7, for instrument landing support. They also had a small yellow UHF antenna in the position where Chilean aircraft had their characteristic white shark fin antenna. Harder to notice, was the small IFF antenna located on the nose of the plane.

In the mid-1980s, these aircraft began to be removed from the flight rotative and were parked on the Supply and Maintenance Group (GAM) flight line of Wing No. 1. Many of the photographs of these aircraft correspond to when they were already beginning to be cannibalized, without their ejection seats and without their inspection access, a sad end for aircraft that had a unique past.

A glorious past

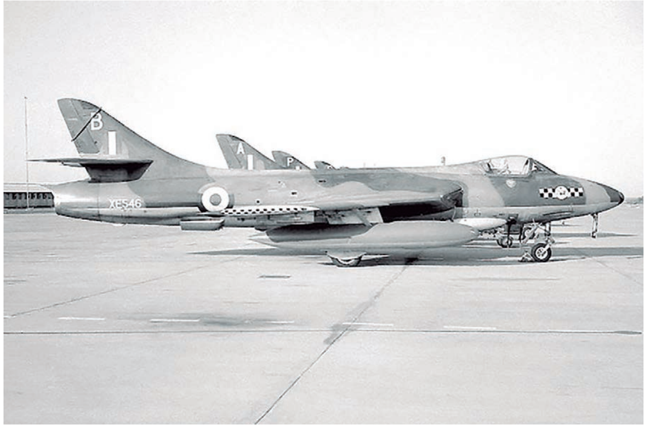
What has not been reported about these aircraft is a series of experiences during their service in the RAF. The 12 FGA.Mk.9 aircraft were originally manufactured as F.Mk.6 model and in the early 1960s were upgraded to the FGA.Mk.9 standard. The most famous was the No. 743 (XF442), which, at the controls of Flight Lieutenant Alan Pollock, on 5 April 1968, made low-level passes over London, due to the refusal of Minister of Defense to make an air flypast in commemoration of RAF Day that year. His daring flight culminated in the passing of his plane across London Bridge, which meant an early retirement from his career.



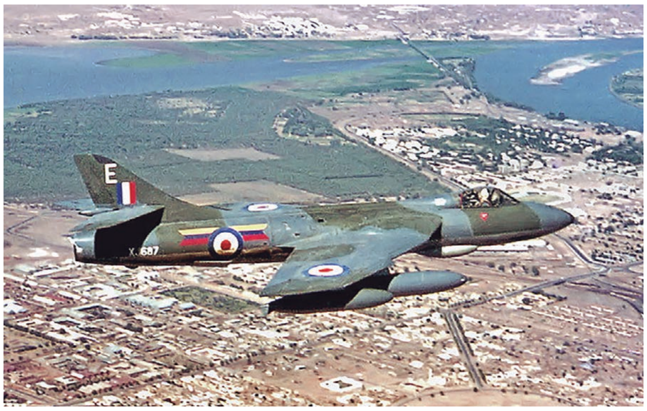
Hunter F.Mk.6 XF442, passing through London Bridge, in a painting by the English Hunter pilot Michael Rondot. Next, Mr. Alan Pollock with a mock-up of his famous Hunter. (Via Julio Arróspide)

At least the following aircraft: 744 (XE546), 747 (XF376), 748 (XJ687), 751 (XF445) and 753 (XJ688), participated in different combat actions in the English territories in Aden, Middle East, between 1961 and 1967.

Assigned to Middle East Air Force with Squadrons No. 8, No. 43 and No. 208, they carried out different types of missions, from air patrols, to armed attacks (cannons and rockets), air support, to low passes.

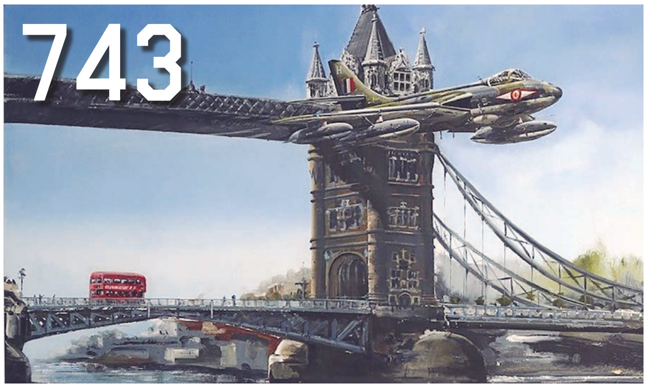


Hunter F.Mk.6 XF546, belonging to the Commander of 43 Squadron in Khormaksar, 1963. This plane would pass the Chilean Air Force as No. 744. (Ray Deacon collection)



Hunter F.Mk.6 XJ687, belonging to 8 Squadron, was making a ferry flight to England, passing over Khartoum, Sudan, on 06/12/1962. (Via Ray Deacon)

#	FACh	Model	Origin	Model	Identifier	Destiny in the Chilean Air Force
1	741	T.Mk.67	BAF	F.Mk.6	IF-56	Retired from service in 1994. Monument in Villa Carrizo, Antofagasta.
			KAF	T.Mk.67	210	
2	742	T.Mk.67	RFAN	F.Mk.6	N-282	Retired from service in 1990.
			KAF	T.Mk.67	218	
3	743	FGA.Mk.9	RAF	F.Mk.6	XF442	Destroyed in accident on 01/04/1983. Retired from service in 1983.
4	744	FGA.Mk.9	RAF	F.Mk.6	XE546	Donated to Aeronautical Museum on 04/11/1989.
5	745	FGA.Mk.9	RAF	F.Mk.6	XE582	Crashed on 09/04/1987. Retired from service in 1987.
6	746	FGA.Mk.9	RAF	F.Mk.6	XJ686	Retired from service in 1990.
7	747	FGA.Mk.9	RAF	F.Mk.6	XF376	Donated Aeronautical Museum on 04/11/1989. Exchanged for a Dassault Mystère IV from Israel.
8	748	FGA.Mk.9	RAF	F.Mk.6	XJ687	Donated Aeronautical Museum on 04/11/1989.
9	749	FGA.Mk.9	RAF	F.Mk.6	XK137	Retired from service in 1983. Monument in Cerro Moreno Air Base, Antofagasta.
10	750	FGA.Mk.9	RAF	F.Mk.6	XK138	Donated Aeronautical Museum on 04/11/1989.
11	751	FGA.Mk.9	RAF	F.Mk.6	XF445	Retired from service in 1989. Spare parts source.
12	752	FGA.Mk.9	RAF	F.Mk.6	XG291	Retired from service in 1983. Spare parts source.
13	753	FGA.Mk.9	RAF	F.Mk.6	XJ688	Retired from service in 1983. Spare parts source.
14	754	FGA.Mk.9	RAF	F.Mk.6	XK141	Retired from service in 1983. Spare parts source.



Service in the Royal Air Force

This Hunter was built in 1956 as model F.Mk.6 by Sir W. G. Armstrong Whitworth Aircraft Ltd, Coventry. It was delivered to the RAF under the registration XF442, being assigned to 19 Maintenance Unit, Saint Athan. It is subsequently assigned to 43 Squadron. On 01/06/1959 is modified to the FGA.Mk.9 standard. It is assigned to 1 Squadron with the identifier "D" and on 05/04/1968 makes a pass through London Bridge, piloted by Flight Lieutenant Alan Pollock. In 1971 it was assigned to 8 Squadron, then 1 TWU and finally to 4 Reserve Squadron with the identifier "V", in Brawdy. Its last operational assignment was in 1980, being assigned to 2 TWU in Lossiemouth. In 1982 it was sold to the Chilean Air Force, being delivered on 24 April 1982 with the registration number 743.

Service in the Chilean Air Force

It is transported disassembled and it is assembled and assigned to Aviation Group No. 8. This aircraft, along with No. 745, were selected to receive modifications to the Eagle Program. On 01/04/1983, while conducting a training flight, its engine flamed out and the pilot, Lieutenant Alejandro Quezada, was unable to re-start it proceeding to eject.

Hunter FGA.Mk.9 XF442, identifier "V", from RAF 2 Tactical Weapons Unit, Saint Mawgan, 13/08/1980. This plane would pass to FACh registered as 743. (Steve Ryle)

Service in the Royal Air Force

It was built in 1955 as a F.Mk.6 model by Hawker Aviation Ltd. in Kingston-upon-Thames. Its first flight was on 11/02/1956, made by David Lockspeiser. It was delivered to the RAF with registration XE546, on 05/03/1956, being assigned to 5 Maintenance Unit, at Kemble. On 29/01/1958, it is assigned to 93 Squadron with the identifier "E" and on 18/06/1958 passes to 26 Squadron with the identifier "M". On 01/02/1961 is modified to the FGA.Mk.9 standard by HSA with 881.5 flight hours. Between 1962 and 1964 it was assigned to 43 Squadron, identifier "B", in Nicosia and then in Khormaksar, where it carried out armed attacks. In 1967 it was assigned to 280 Squadron and then moved to 19 Maintenance Unit, then to 43 Squadron in Aden, with the identifier "B", where it performs air support and finally to 1 TWU, in Brawdy, with the identifier "C" in 1976. In 1982 it was sold to the Chilean Air Force, being delivered on 24/04/1982 with registration No. 744.

Service in the Chilean Air Force

It is assigned to Aviation Group No. 8. After being removed from service, it was donated to the Aeronautical Museum on November 04, 1989.

Hunter FGA.Mk.9 XE546, identifier "C", belonging to RAF 1 Tactical Weapons Unit, 1976. This plane would pass to the FACh registered as 744. (Unknown author)

Service in the Royal Air Force

It was built in 1956 as a F.Mk.6 model by Hawker Aviation Ltd. in Kingston-upon-Thames. It was delivered to the RAF with registration XE582 in 1956, being assigned to 33 Maintenance Unit. It is subsequently assigned to 247 Squadron and then to 66 Squadron with the identifier "J", on 06/12/1957. On 16/11/1960 is sent to HSA to be modified to the FGA.Mk.9 standard. On 10/11/1961 it was assigned to 20 Squadron, identifier "J", in Tengah, Singapore. It then moves on to 5 Maintenance Unit, at Kemble, on 31/01/1970. It is eventually assigned to 1 TWU, in Brawdy, with the identifier "48" in 1976. In 1982 it was sold to the Chilean Air Force, and was delivered on 24/04/1982 with the registration No. 745.

Service in the Chilean Air Force

It is assigned to Aviation Group No. 8 and is modified to the "Eagle" standard in the mid-1980s. While conducting a cluster bomb-launch mission on 09/04/1987, one of the bombs exploded prematurely and caused extensive damage to the aircraft, fortunately without injuring the pilot, who manages to land the aircraft in an emergency. Due to damage, it was removed from service.

Hunter FGA.Mk.9 XE582, identifier "70", belonging to Royal Ar Force 5 Maintenance Unit, photographed on 20/09/1975, in Biggin Hill. (Richard Vandervord)

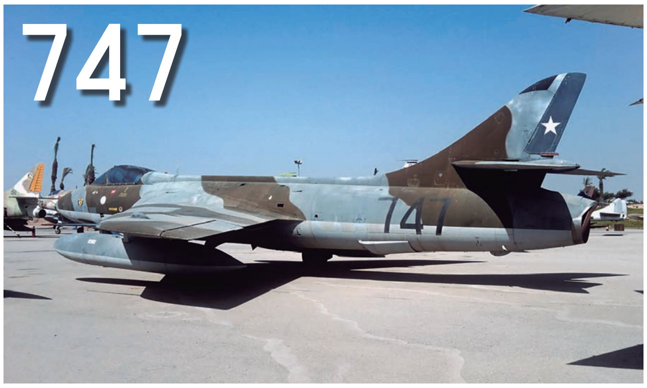
Service in the Royal Air Force

This Hunter was built in 1956 as a F.Mk.6 model by Hawker Aviation Ltd., in Kingston-upon-Thames. Its first flight was on 22/01/1957, made by Duncan Simpson. It was delivered to the RAF under registration XJ686 on 26/03/1957, being assigned to 5 Maintenance Unit, at Kemble. On 03/05/1957 is assigned to 20 Squadron, identifier "D". On 31/01/1961 is sent to HSA to be modified to the FGA.Mk.9 standard, being delivered on 11/12/1961. On 01/07/1962, it is assigned to 20 Squadron, Identifier "B", in Tengah, Singapore. On 19/02/1970, it moved to 5 Maintenance Unit, at Kemble. In 1973, it was assigned to 58 Squadron, identifier "41", Wittering. It was finally assigned in October 1976 to 1 TWU, in Brawdy, with the identifier "41". In 1982 it was sold to the Chilean Air Force, and was delivered on 24/04/1982 with the registration No. 746.

Service in the Chilean Air Force

It is assigned to Aviation Group No. 8. It has a brief operational history, being withdrawn from service in the late 1980s and serving as a source of spare parts for the rest of the fleet in flight, is eventually scrapped and sold in parts.

Hunter FGA.Mk.9 XJ686, identifier "41", belonging to RAF 1 Tactical Weapons Unit, International Air Tatoo, Greenham Common, 31/07/1976. (Robin Walker)

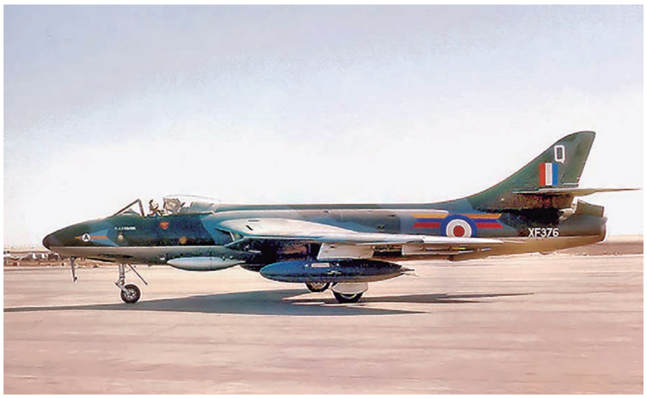


Service in the Royal Air Force

Built in 1956 as model F.Mk.6 by Sir W. G. Armstrong Whitworth Aircraft Ltd., Coventry. It was delivered to the RAF in 1956 with the registration XF376, being assigned to 5 Maintenance Unit, at Kemble. Between 1956 and 1957 it was assigned to the A&AEE for testing. On 08/05/1959 is sent to HSA to be modified to the FGA.Mk.9 standard, being delivered on 26/02/1960. Between 07/04/1960 and 17/12/1971 it operates in the Middle East, in Squadrons No. 208 (Identifiers, “J”, “M”), No. 8 (Identifiers “Q”, “K”) and No. 8/No. 43 (Identifier “K”), performing armed attacks and air support. It then moved on to 19 Maintenance Unit, in Saint Athan and its last operational assignment was in 1976, at 1 TWU, in Brawdy, “D” identifier. In 1982 it was sold to the Chilean Air Force, and was delivered on 22/05/1982 with registration No. 747.

Service in the Chilean Air Force

It is transported in crates by air and then it is assembled and assigned to Aviation Group No. 8. On 19/10/1989 it was exchanged for an Israeli Air Force Dassault Mystére IV. It is currently located at the Israel Air Force Museum in Beersheba-Hatzerim, with colors of the Jordanian Air Force.



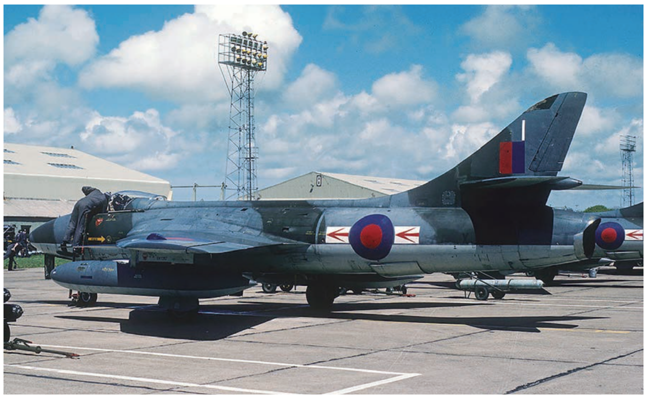
Hunter FGA.Mk.9 XF376, identifier “Q”, belonging to 8 Squadron, taxiing at Kuwait New Base (Ali Al Salem), during the Iraq crisis in 1961. (Ray Deacon collection)

Service in the Royal Air Force

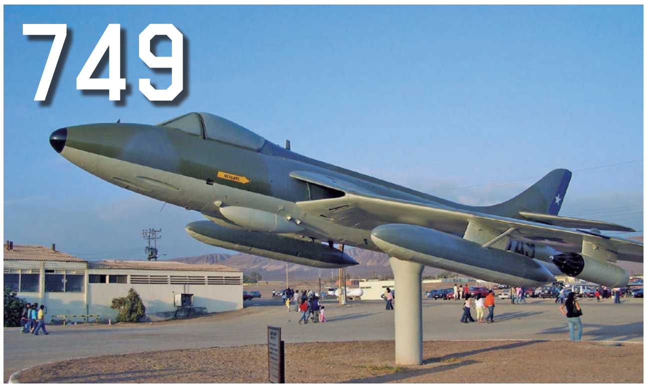
Hunter F.Mk.6 built in Kingston-upon-Thames, registered as XJ687. This aircraft had its first flight on 26 February 1957 and was commissioned to the RAF on 12 August 1957 with 5 Maintenance Unit, at Kemble. Subsequently is assigned to 66 Squadron. Returned in April 1959 to HSA to be converted into FGA.Mk.9, being assigned after conversion, to 208 Squadron, being deployed to the Middle East between 1960 and 1971, conducting combat operations, using the identifiers “B”, “E” and “J”. In October 1976 it was assigned to 1 Tactical Weapons Unit (TWU), Brawdy, from where it was taken off from its flight line for transfer on 6 January 1983 to the Chilean Air Force.

Service in the Chilean Air Force

It is transported in crates by air and then it is assembled and assigned to Aviation Group No. 8. This Hunter provides a brief service with Aviation Group No. 8, not being standardized with domestic aircraft, being used as a spare source for the rest of the fleet. No aircraft records have been held since the late 1980s. Donated to the National Aeronautical Museum by Decree Law 18.843 of 4 November 1989.



Hunter FGA.Mk.9 XJ687, identifier “I”, belonging to RAF 79th Squadron, Brawdy Air Base, May 1979. This plane would pass to the FACh registered as 748. (Unknown author)

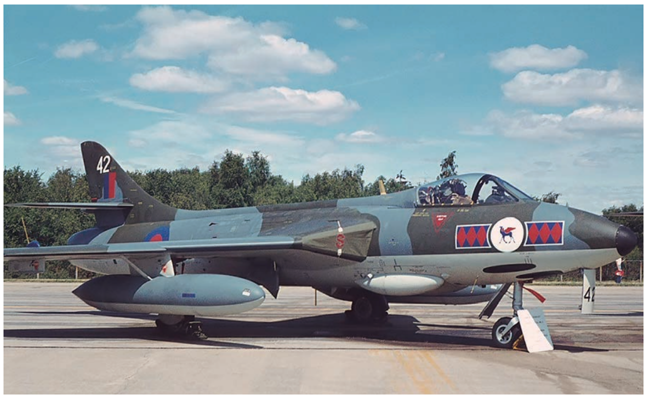


Service in the Royal Air Force

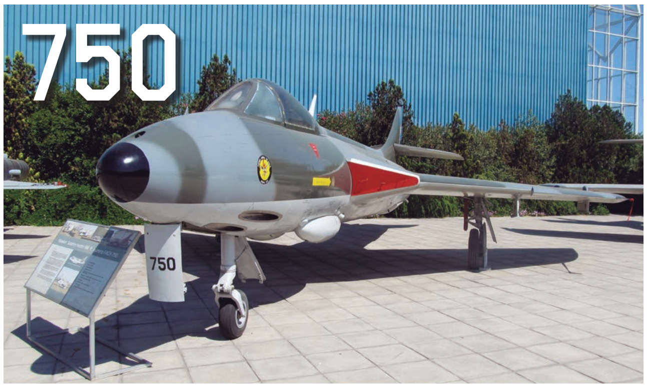
Hunter F.Mk.6 built in Kingston-upon-Thames, registered XK137. This aircraft had its first flight on 11 March 1957, and was commissioned to the RAF on 8 May 1957, with the 5 Maintenance Unit, at Kemble. Subsequently assigned to 20 Squadron. It returned in January 1961 to HSA to be converted into FGA.Mk.9, being assigned after its conversion, to 43 Squadron, to deploy to the Middle East between 1961 and 1963, using the identifier "P". Like Hunter No. 748, it passed through 208 Squadron and operated in the Middle East again between 1969 and 1971, using the "F" identifier. It was then transferred in the late 1970s to 1 Tactical Weapons Unit (TWU), Brawdy, from where it was taken off its flight line for transfer on 22 May 1982 to the Chilean Air Force as 749.

Service in the Chilean Air Force

It is transported in crates by air and then it is assembled and assigned to Aviation Group No. 8, not being standardized with domestic aircraft and being intended as a replacement source for the rest of the fleet. It is currently preserved in an entrance courtyard to the facilities of Cerro Moreno Air Base, Antofagasta.



Hunter FGA.Mk.9 XK137, from 45 Squadron Royal Air Force, Greenham Common, 31 July 1976. This plane would pass to the FACh registered as 749. (Ian Powell)

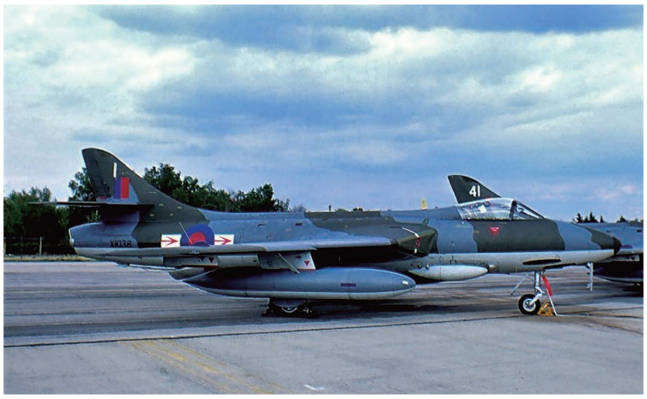


Service in the Royal Air Force

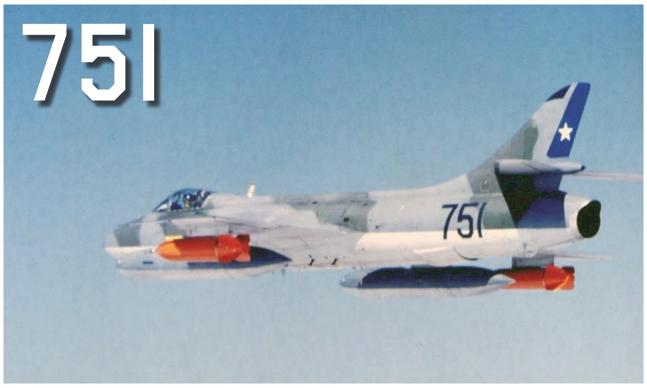
Hunter F.Mk.6 built in HSA Kingston-upon-Thames, registered XK138. This aircraft had its first flight on 21 May 1957 and was commissioned to the RAF on 7 May 1957 with the 5 Maintenance Unit, at Kemble. Subsequently is assigned to 14 Squadron. It returned in January 1961 to HSA to be converted to FGA.Mk.9, assigned after its conversion to 43 Squadron. In 1962 it moved to 20 Squadron, Tengah, Singapore, until 1970 with the identifier "Y". In 1977, it was transferred to 1 Tactical Weapons Unit (TWU), Brawdy, the last unit where it operated under the British flag. On 24 April 1982, it was taken off its flight line to be transferred on 22 May 1982 to the FACh as 750.

Service in the Chilean Air Force

It is transported in crates by air and then it is assembled and assigned to Aviation Group No. 8, receiving some equipment for use in the national Hunters and providing a brief service within the unit. In the late 1980s it was transferred to the Specialty School as instructional material. Donated to the National Aeronautical Museum through Decree Law 18843 becoming part of its collection on 4 November 1989.



Hunter FGA.Mk.9 XK132, identifier "I", belonging to RAF 79 Squadron of the Tactical Weapons Unit (TWU), 31 July 1976. This plane would pass to the FACh registered as 750. (Robin Walker)

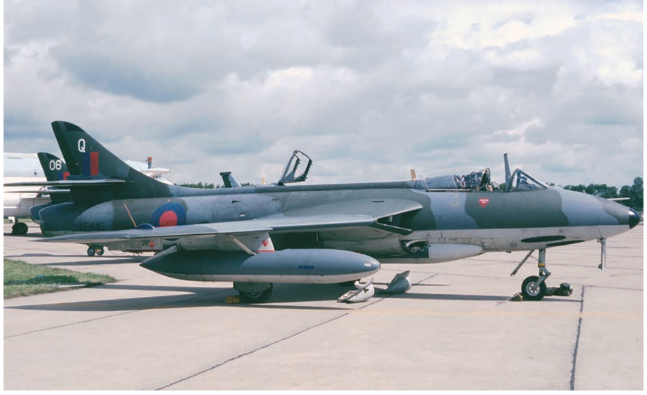


Service in the Royal Air Force

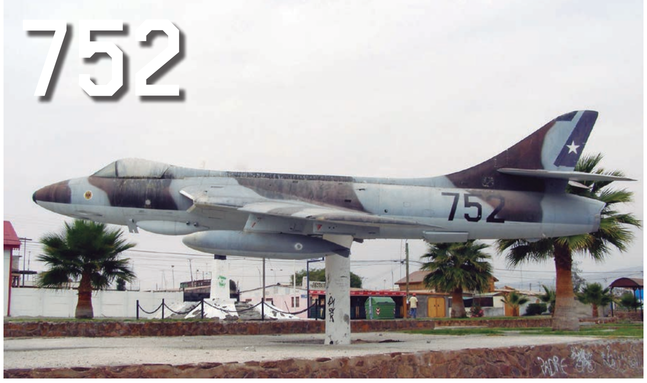
Hunter F.Mk.6 built on HAS Sir W.G. Armstrong Whitworth Aircraft Ltd, Coventry, registered XF445. Commissioned to the RAF on 30 July 1956 with the 5 Maintenance Unit, at Kemble. Subsequently assigned to 263 Squadron. It returned in January 1961 to HSA to be converted into FGA.Mk.9, being assigned after its conversion, to 43 Squadron. It had deployments to the Middle East between 1962 and 1971 with Squadrons No. 8, No. 43 and No. 208. Like its predecessors, it served in various RAF squadrons until 1979, where it was transferred to 1 Tactical Weapons Unit (TWU), Brawdy, the last unit where it operated under the British flag. In April 1982 it was taken off from its flight line to be transferred on 6 January 1983 to the Chilean Air Force with registration No. 751.

Service in the Chilean Air Force

It is transported in crates by air and then it is assembled and assigned to Aviation Group No. 8. This Hunter provided a brief service within the unit and participated in the dropping test of cluster bombs from Cardoen Industries. It was deregistered in 1989 and used as a spare source for all other available aircraft.



Hunter FGA.Mk.9 XF445, "Q" identifier, belonging to the RAF 1 Squadron of the Tactical Weapons Unit (TWU), Greenham Common, 25 June 1979. (Fred Willemsen)

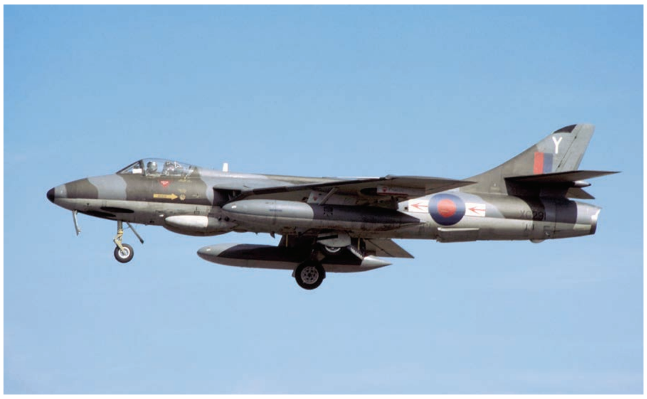


Service in the Royal Air Force

Hunter F.Mk.6 built in HSA Kingston-upon-Thames, Coventry, registered as XG291. It first flight took place on 21 November 1956, and it was commissioned to the RAF on 30 January 1957 with the 19 Maintenance Unit, St. Athan. Subsequently is assigned to 14 Squadron. It returned in January 1963 to HSA to be converted into FGA.Mk.9, being assigned after its conversion, to 28 Squadron, then to 20 Squadron from 1968 to 1970 in Tengah, Singapore with the identifier "Z". In 1976 it was transferred to 1 Tactical Weapons Unit (TWU), Brawdy, the last unit where it operated under the British flag until 1982, from where it was taken off from the flight line and placed in a position to be transferred on 6 January 1983 to the Chilean Air Force with registration No. 752.

Service in the Chilean Air Force

It is assigned to Group No. 8, providing a brief service in the approval of cluster bombs from Cardoen Industries. It was deregistered in 1989 and used as a spare parts source for all other available units. Until 2019 it was a monument in the County of Mejillones, preserved in very bad conditions in Pablo Neruda Square, later was removed.



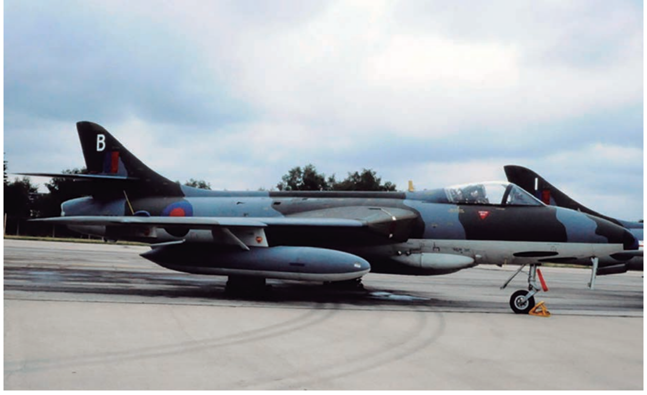
Hunter FGA.Mk.9 XG291, identifier "Y", belonging to 2 Tactical Weapons Unit (TWU), based in Lossiemouth, late 1970s. This plane would pass to the FACh registered as 752. (Derek Hemingway).

Service in the Royal Air Force

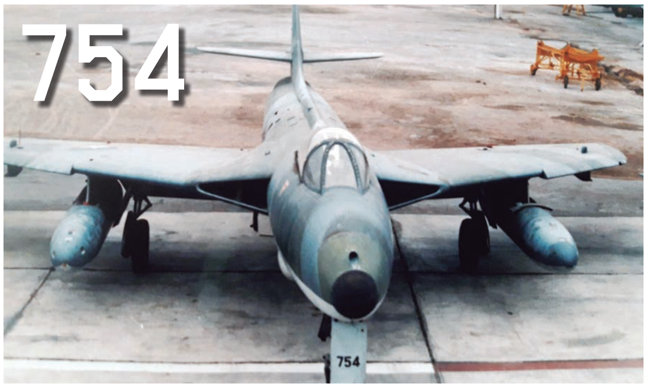
Hunter F.Mk.6 built in Kingston-upon-Thames in 1956, registered as XJ688. This aircraft had its first flight on 8 February 1957, under David Lockspeiser, and was commissioned to the RAF on 26 March 1957 with the 5 Maintenance Unit, at Kemble. Subsequently is assigned to 26 Squadron, on 9 June 1958. It returned on 31 January 1961 to HSA to be converted into FGA.Mk.9, being assigned after conversion, to 208 Squadron and deployed to the Middle East between 1962 and 1971, conducting combat operations, using the identifiers "G" and "E". During that period it also operated with the 8 Squadron between 1968 and 1971. In October 1976 it was assigned to 1 Tactical Weapons Unit (TWU), 79 Shadow Squadron, RAF Brawdy, from where it was taken off from its flight line for transfer on 22 May 1982 to the Chilean Air Force registered as No. 753.

Service in the Chilean Air Force

It is transported disassembled in crates by air and then it is assembled and assigned to Aviation Group No. 8, intended as a spare source for all other available units. There are no photographic records of this Hunter.



Hunter FGA.Mk.9 XJ688, belonging to the RAF 79 Shadow Squadron, 31 July 1976 during the International Air Tatoo, Greenham Common. (kenvidkid @ EGVI)

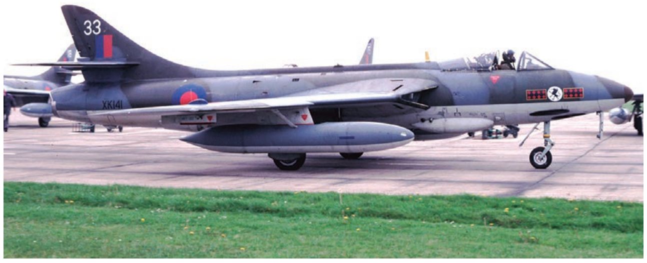


Service in the Royal Air Force

Hunter F.Mk.6 built in HSA Kingston-upon-Thames, Coventry, registered as XK141. Its first flight took place on 15 April 1957, under David Lockspeiser, and it was commissioned to the RAF on 12 August 1957 with the 5 Maintenance Unit, at Kemble. Subsequently is assigned to 4 Squadron. Returned to HSA to be converted into FGA.Mk.9, being assigned after conversion, to 54 Squadron. Like its predecessors, it served in various RAF squadrons until 1976, where it was transferred to 234 Tactical Weapons Unit, Lossiemouth and the last unit where it operated under the RAF flag until 1982, from where it was taken off from the flight line and placed in a position to be transferred on 6 January 1983 to the Chilean Air Force with the registration number 754. This delivery completed the 12 FGA.Mk.9 aircraft assigned to the Chilean Air Force.

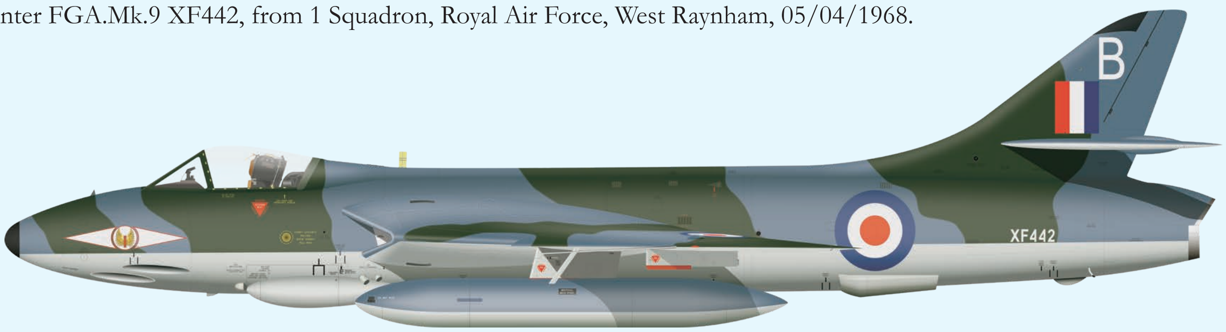
Service in the Chilean Air Force

It is transported in crates by air and then it is assembled and assigned to Aviation Group No. 8, being used as a source of spare parts for all other available units in the fleet. In the late 1980s it was deregistered and scrapped to be sold as scrap metal.

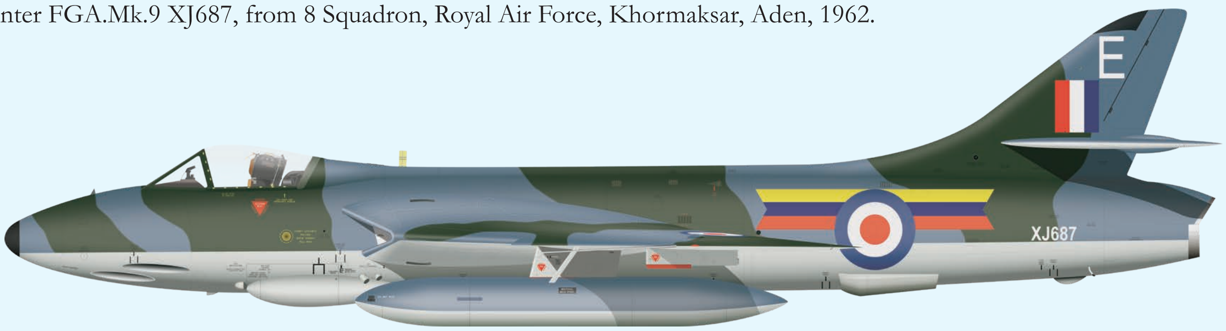


Hunter FGA.Mk.9 XK141, belonging to RAF 234 Squadron, 11 May 1978, Brawdy, Wales. This plane would pass to the Chilean Air Force registered as 754. (Fred Willemsen)

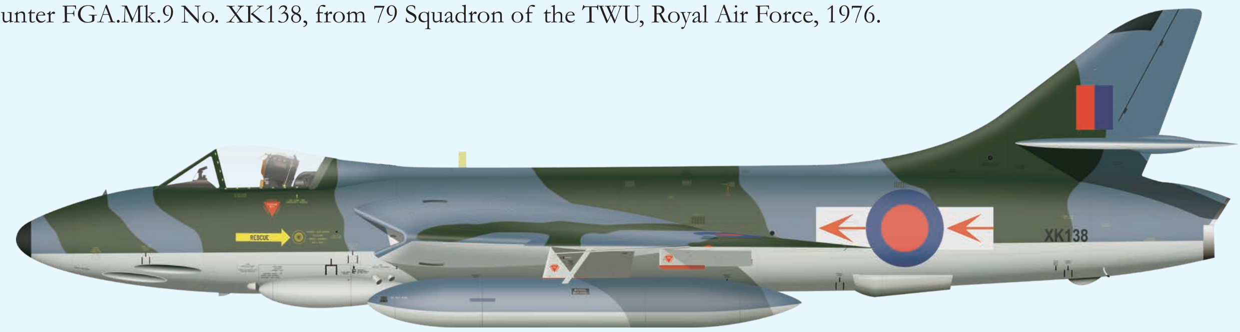
Hunter FGA.Mk.9 XF442, from 1 Squadron, Royal Air Force, West Raynham, 05/04/1968.



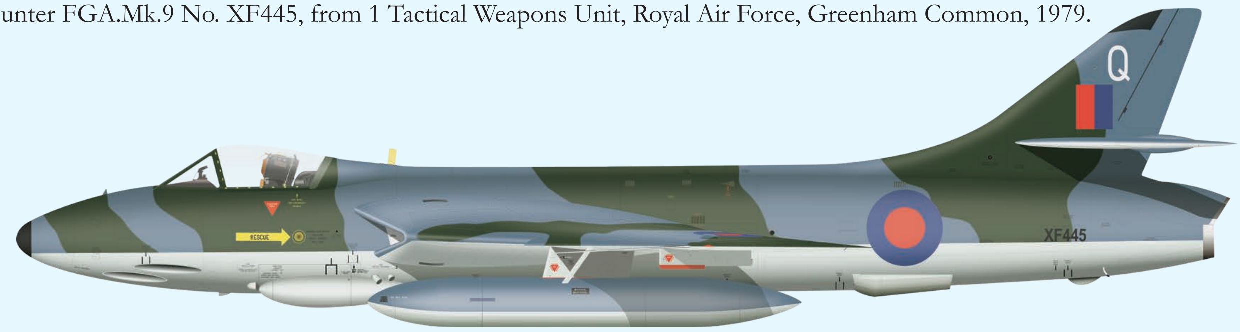
Hunter FGA.Mk.9 XJ687, from 8 Squadron, Royal Air Force, Khormaksar, Aden, 1962.



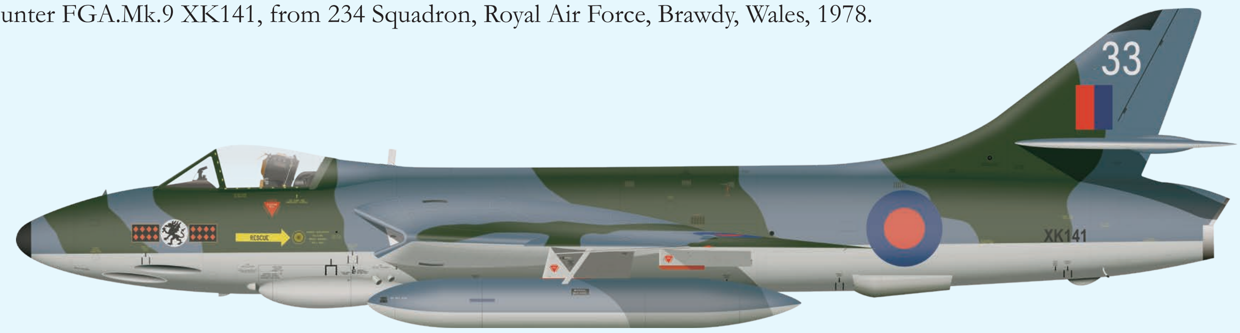
Hunter FGA.Mk.9 No. XK138, from 79 Squadron of the TWU, Royal Air Force, 1976.


RESCUE
XK138

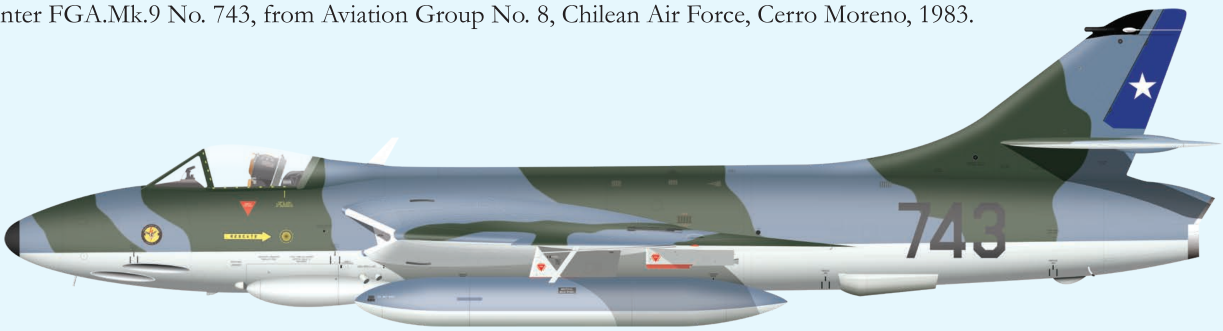
Hunter FGA.Mk.9 No. XF445, from 1 Tactical Weapons Unit, Royal Air Force, Greenham Common, 1979.


Q
RESCUE
XF445

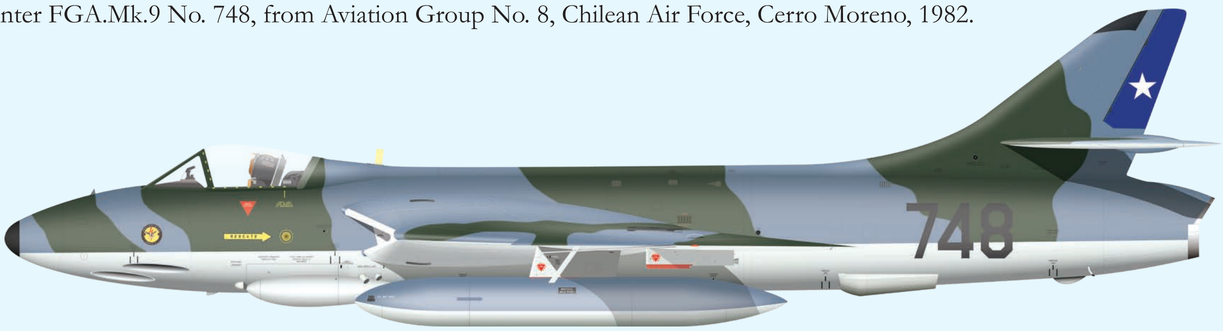
Hunter FGA.Mk.9 XK141, from 234 Squadron, Royal Air Force, Brawdy, Wales, 1978.


33
RESCUE
XK141

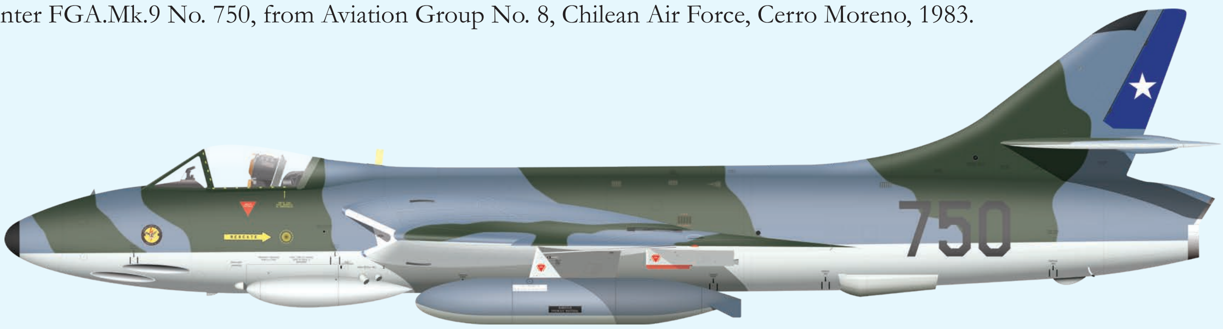
Hunter FGA.Mk.9 No. 743, from Aviation Group No. 8, Chilean Air Force, Cerro Moreno, 1983.



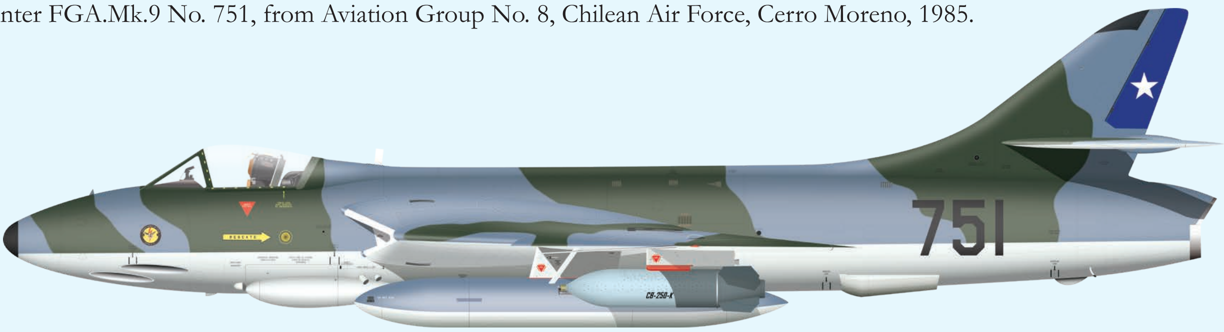
Hunter FGA.Mk.9 No. 748, from Aviation Group No. 8, Chilean Air Force, Cerro Moreno, 1982.



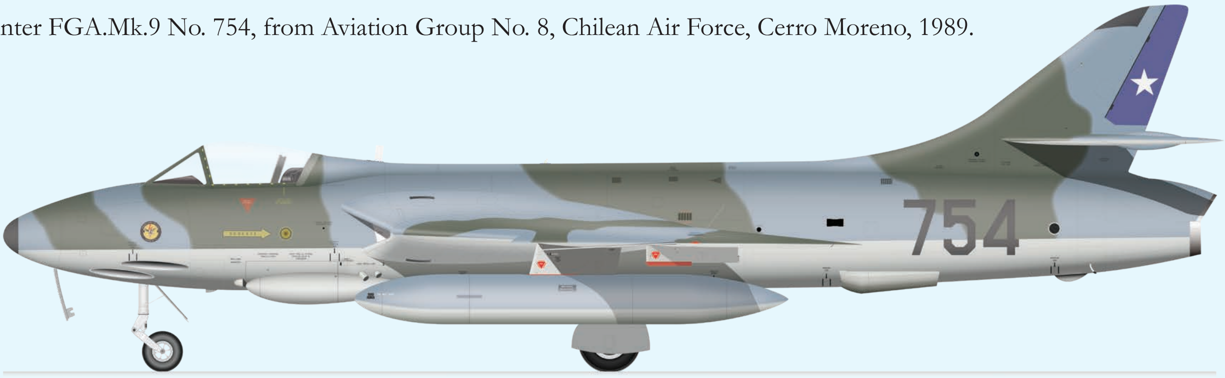
Hunter FGA.Mk.9 No. 750, from Aviation Group No. 8, Chilean Air Force, Cerro Moreno, 1983.

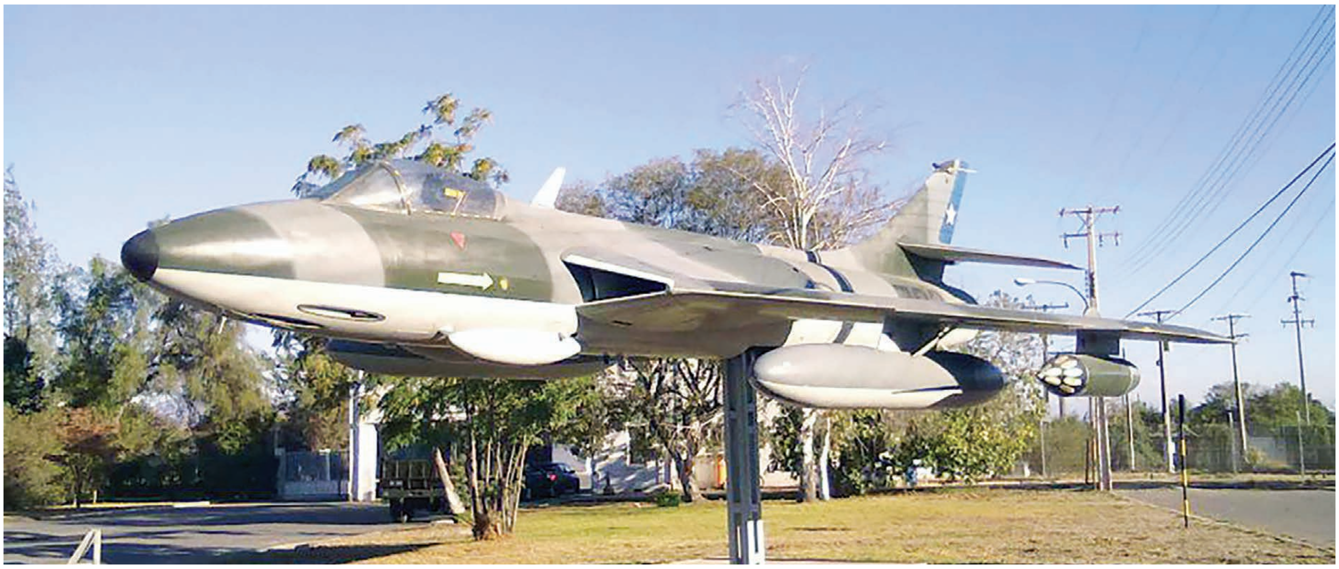


Hunter FGA.Mk.9 No. 751, from Aviation Group No. 8, Chilean Air Force, Cerro Moreno, 1985.

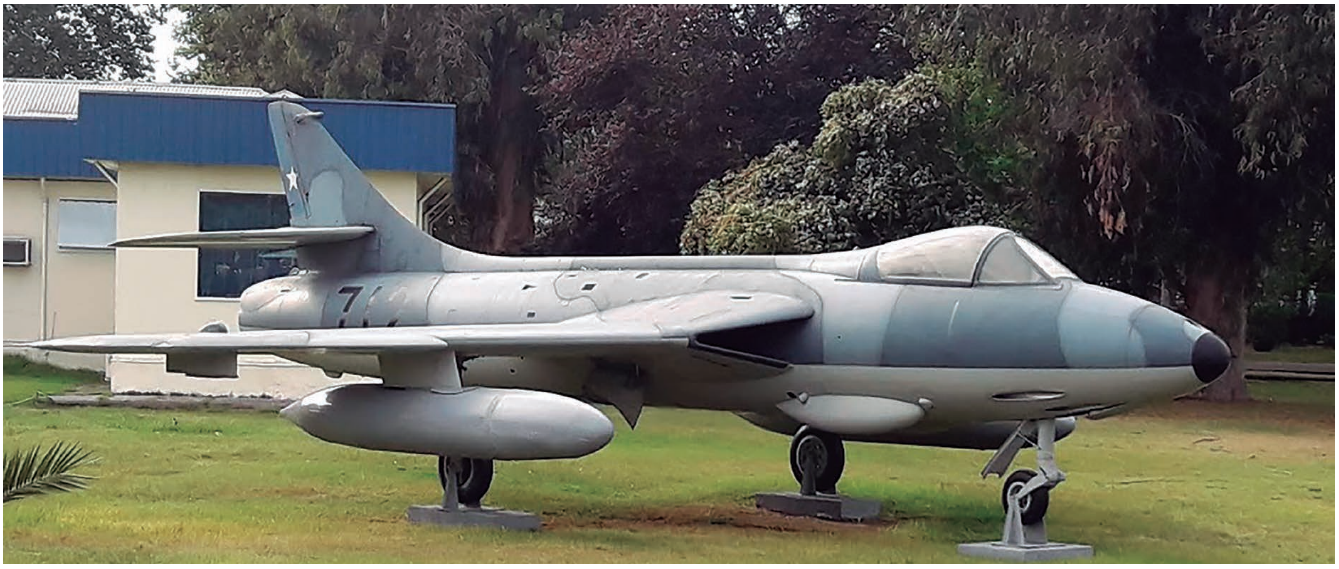


Hunter FGA.Mk.9 No. 754, from Aviation Group No. 8, Chilean Air Force, Cerro Moreno, 1989.

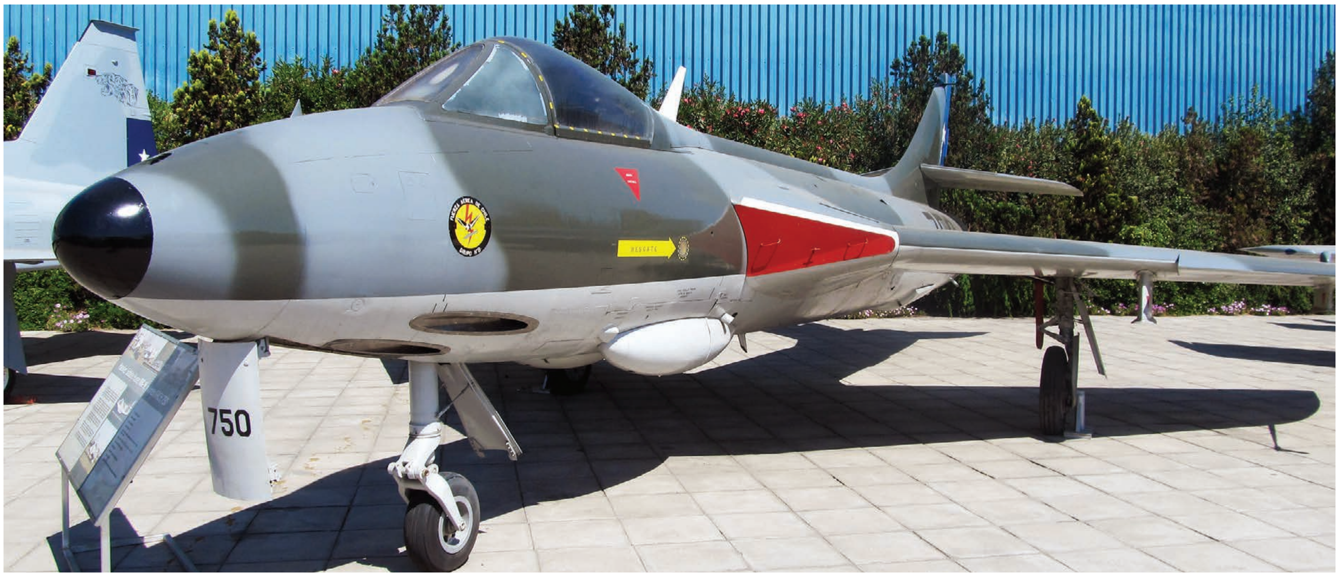




Hunter F.Mk.71 No. 702, the only Hunter from Belgian origin (Former No. IF-108) is preserved as a monument in the Chilean Air Force Wing Supply at El Bosque Air Base. (Via Julio Arróspide)



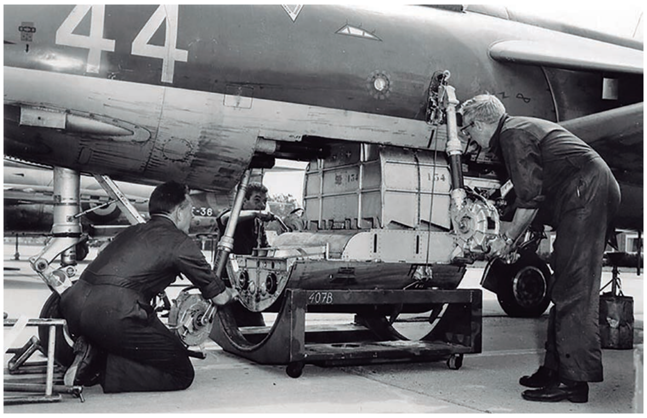
Hunter F.Mk.71 No. 712, the only Hunter from Netherlands origin (former No. N-232) is preserved as a monument in the Chilean Air Force Specialty School at El Bosque Air Base. (Julio Arróspide)



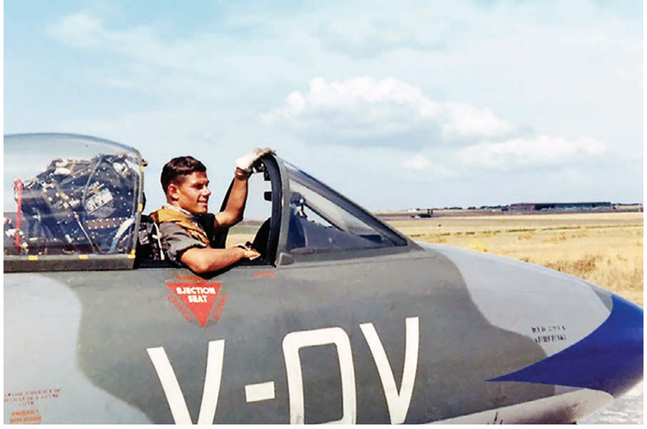
Hunter FGA.Mk.9 No. 750, one of the ex RAF Hunter delivered in 1982/1983 (former XK138) is preserved in the Chilean Aeronautics and Space Museum at Los Cerrillos Air Base. (Julio Arróspide)

Pilots and Ground Crews

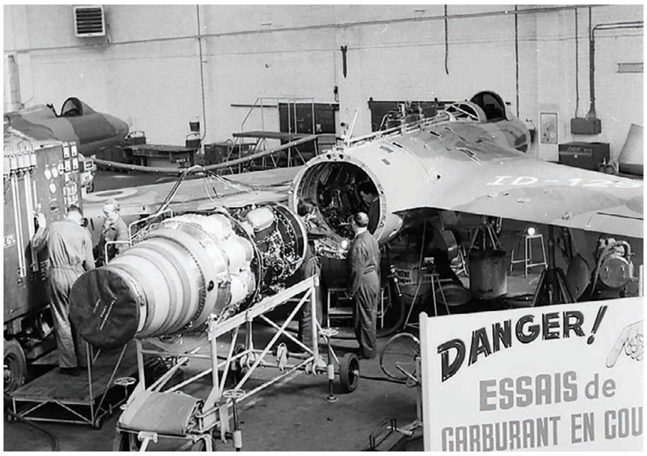
Belgian Air Force



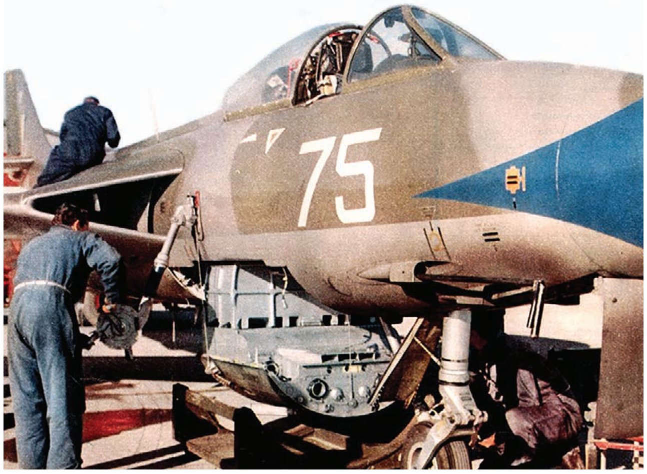
Belgian Air Force armorers load the 30 mm Aden gunpack from Hunter F.Mk.6 No. IF-44 at Chièvres Air Base. This aircraft operated until 1964, later HSA purchased it to be converted to F.Mk.71 and sold to the Chilean Air Force under registration No. J-703 in November 1967. (Jacques Schelfaut collection)



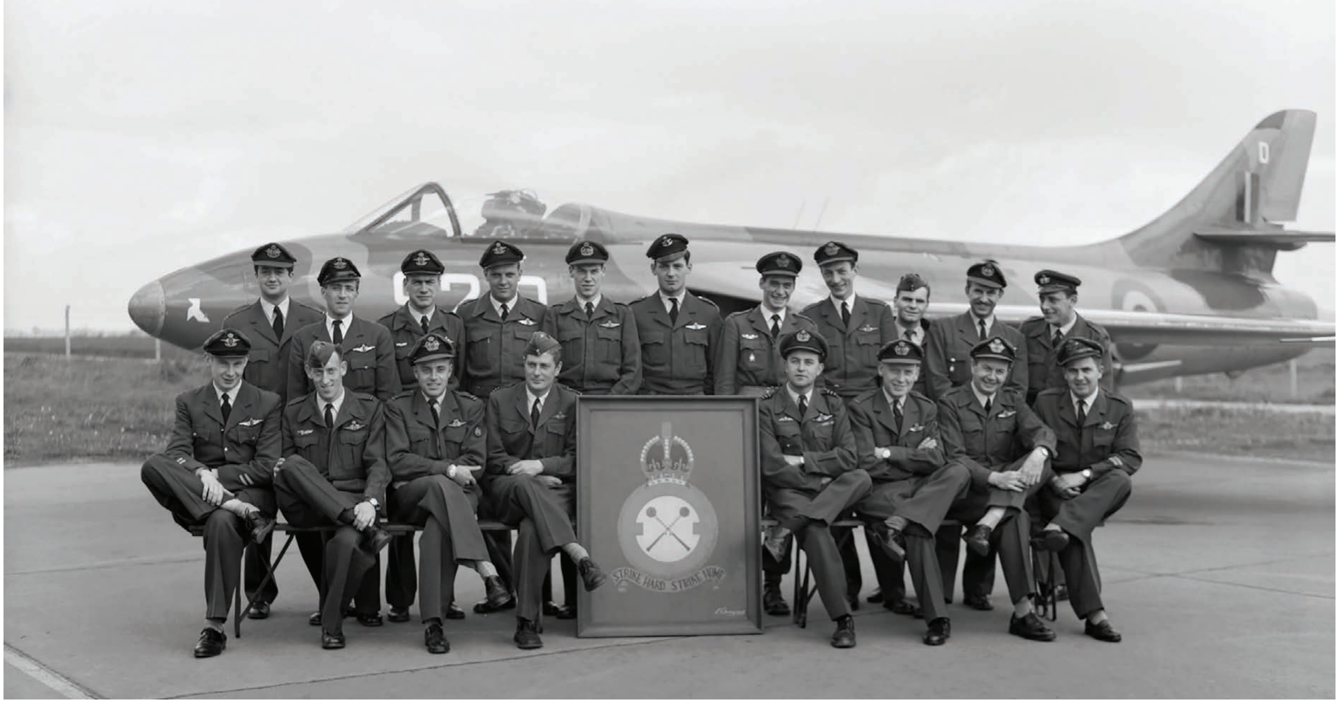
Pilot Yvan "Corrie" Cornelissen commanding Hunter F.Mk.4 OV-V from 8 Squadron of the 7 Fighter Wing at Chièvres Air Base in the late 1950s. The pilot wears the white leather gloves of RAF pilots, which were not very popular with Belgian Air Force pilots. (Daniel Brackx collection)



Maintenance specialists at the SABCA factory in Gosselies perform a fuel circuit test at Hunter F.Mk.4 No. ID-129. A warning sign can be seen indicating the existing hazard of fuel handling. (Charles Mali collection)



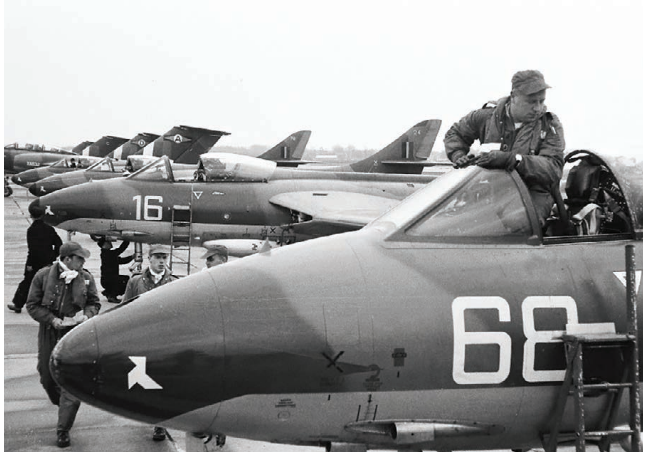
No. 9 Fighter Wing armorers, load the 30 mm Aden gunpack to Hunter F.Mk.6 No. IF-75 at Chièvres Air Base. This aircraft was converted to F.Mk.59 by HSA to be sold to the Iraqi Air Force under registration No. 587. (Air Historical Team KLM/MRA)



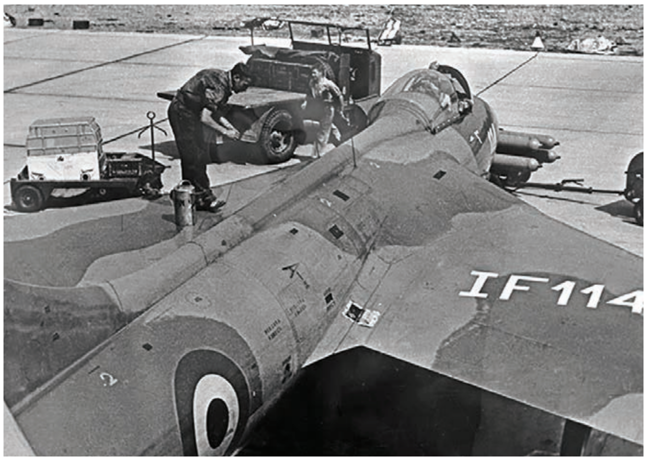
Pilots from 349 Squadron pose in front Hunter F.Mk.4 No. ID-33/S2-D. Stand L to R: SLt Armand De Wilde, SGt José Sepult, Sgt Jean-Marie Goedseels, Adj Alfons De Greef, SLt Claude Van Leuven, 1Sgt Louis Thys, Lt Marcel Ginion, SLt André Puvrez, Sgt Eric Zwaenepoel, SLt Wilfried Bogaerts and Sgt René Schoels. Sitting: 1Sgt Yvan Somers, SLt Piet Hallaux, Lt André Opdebeek, Capt Humbert d'Oultremont, Cdr Olivier Leclercq, SLt Marcel Van Der Stockt, SLt Achille Helder Weirdt and 1Sgt Jan Elen. (Serge Bonfond collection)

Pilot of the Belgian Air Force "Red Devils" Aerobatics Squadron. This team used Hunter F.Mk.6 aircraft painted with a red color scheme for its entire surface and the colors of the Belgian flag on the lower surfaces of the wings and the vertical stabilizer. (Max Girardin collection)

Pilot from Belgian Air Force 350 Squadron, Yvan Deprins, descends from his Hawker Hunter Mk.4 at Beauvechain in late spring 1957. Deprins was part of first aerobatic team of Belgian Air Force, "Aerobobs", flying Gloster Meteor. Later, Deprins would be part of "Red Devils". (de Maere Collection)

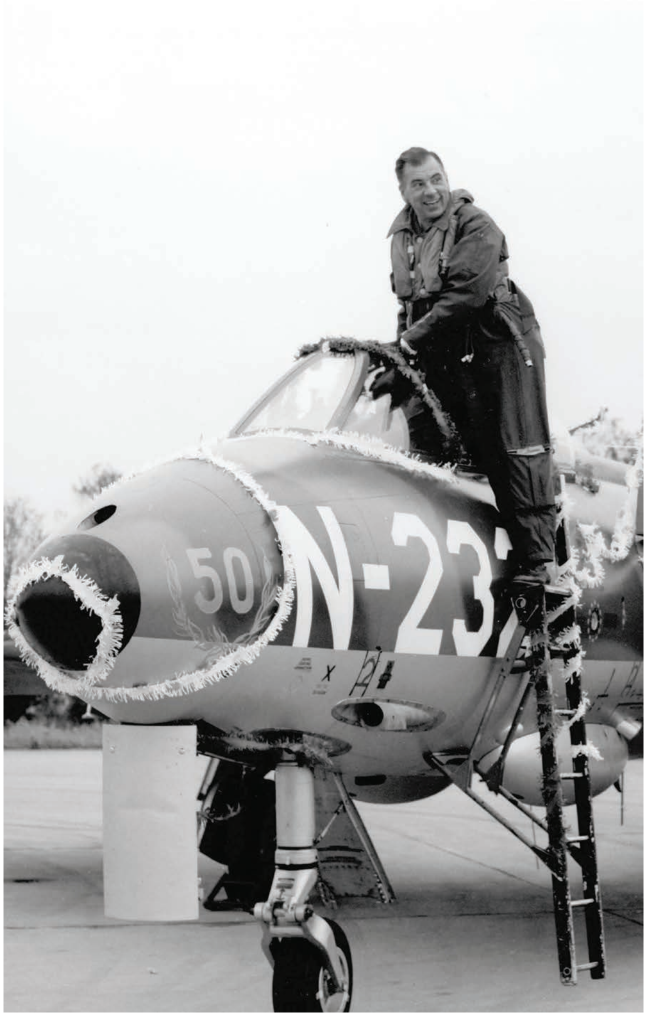


Combat pilots from 7 Squadron of 7 Fighter Wing of the Belgian Air Force participating in a NATO exercise at the Soesterberg Air Base of the Royal Netherlands Air Force on 5 April 1961. In the background you can see Gloster Javelin aircraft from RAF 11 Squadron. (Soesterberg Airbase collection)



Maintenance personnel services Hawker Hunter F.Mk.6 IF-114 in the flight line from 7 Fighter Wing at Chièvres Airbase. This Hunter was withdraw from service on March 1962 and purchased by HSA to be converted to F.Mk.59 and sold to the Iraqi Air Force registered as No. 536. (Daniel Brackx collection)

Royal Netherlands Air Force

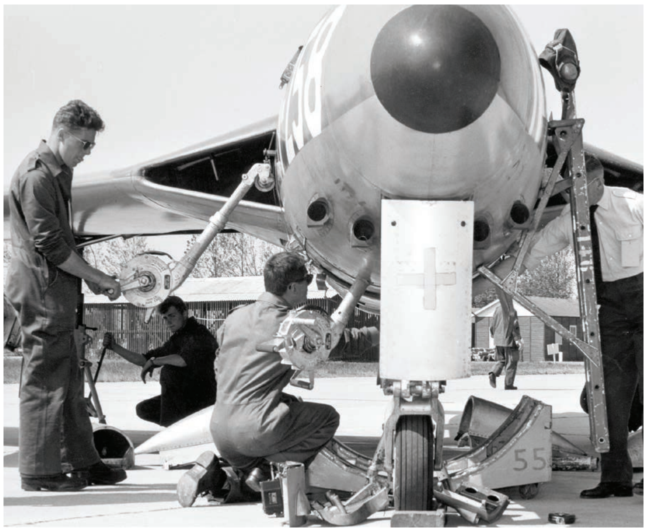


Farewell flight of Major Aviator FJ Vijzelaar at the age of 50. His aircraft, Hunter F.Mk.6 No. N-232, has been decorated for the occasion. This aircraft would pass to the Chilean Air Force converted to F.Mk.71, registered as No. J-712 and would be the only aircraft of Netherlander origin to survive after 27 years of service. (NIMH)

Hunter pilots of the Belgian Air Force pose in front of Hunter F.Mk.6 No. N-235 at Leeuwarden Air Base in the early 1960s. This Hunter belonged to 322 Squadron with the identifier 3W-8 on 10 May 1958. It ended its days on 6 July 1962 and was removed from service for later scrapping at N.V. Lichtwerk. (NIMH)

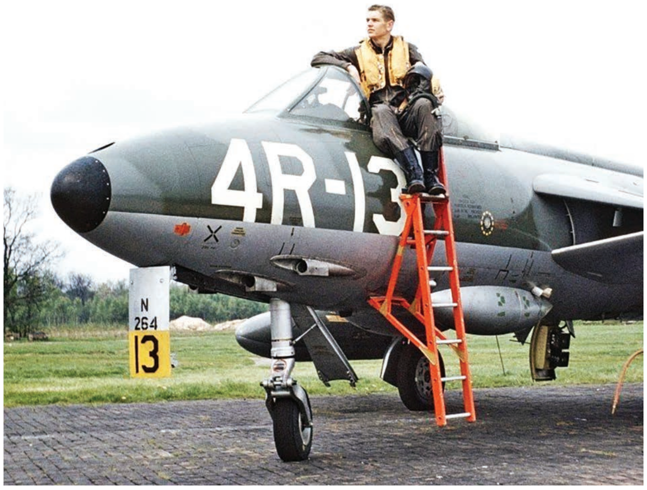
An impressive achievement for a fighter pilot, 1,000 flying hours in Hawker Hunter F.Mk.4. Royal Netherlands Air Force operated F.Mk.4 longer than Belgian Air Force, thus many KLu's pilots got this achievement. The last F.Mk.4 was withdrawn from service late as 1963 and Hunters F.Mk.6 up to 1968, making their farewell flight on 16 August of that year. (NIMH)

Technical team of the Royal Netherlands Air Force of the Hunter F.Mk.6 who participated in the NATO shooting competition AIRCENT, between 26 June and 7 July 1961, together with Belgium with Hawker Hunter F.Mk.6, Denmark with Hunter F.Mk.4, Germany with Sabre Mk.6, Canada with Sabre Mk.6, Italy with F-86K and Norway with F-86K. (NIMH)



Belgian Air Force armorers perform a tactical loading of the 30 mm Aden gunpack to the Hunter F.Mk.6 No. N-258, during the 5th NATO Allied Air Force Shooting Competition, held at Leeuwarden Air Base, between 11 and 22 June 1962. Armorers are seen using the manual hoists to lift the heavy gunpack. (NIMH)

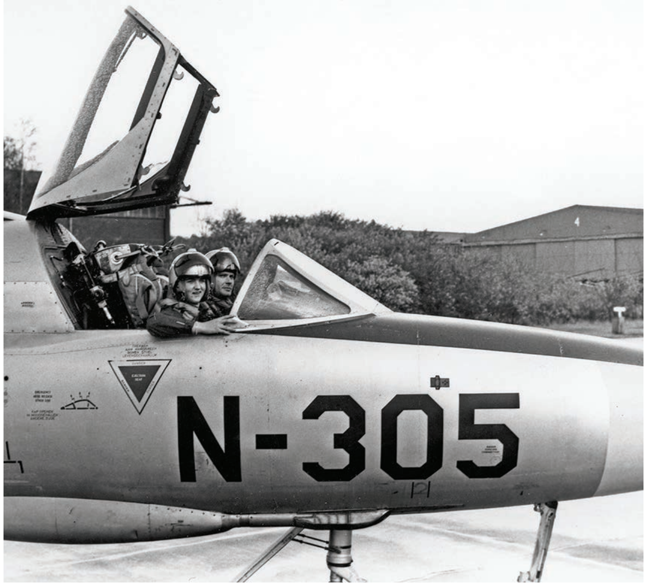
Photograph of one of the editions of the KLM magazine "Flying Dutchman" of the late 1950s. The pilot would be Aviator Pilot Jass Mol in the cockpit of a Hunter F.Mk.4. Jass Mol would subsequently have flown F-104 aircraft in 311 Squadron at Leeuwarden Air Base (KLu)



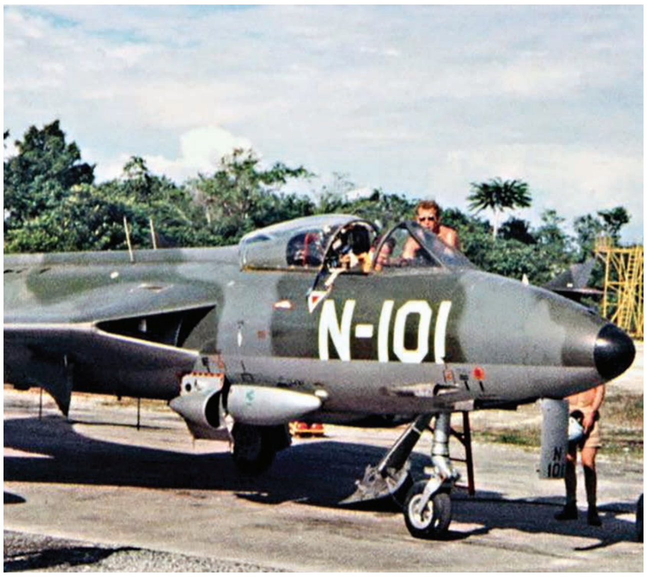
Pilot Sergeant WM van Velden poses on the edge of Hunter F.Mk.6 (4R-13) cockpit from 325 Squadron at Soesterberg Air Base, 1958. Like the rest of the European Air Forces, until the late 1970s they maintained cadres of Non-Officer fighter pilots, a practice that was subsequently discontinued. Currently the pilots of the KLu are exclusively commissioned officers. (NIMH)

Delivery of the first Hunter T.Mk.7 trainers to the Royal Netherlands Air Force on 18 July 1958, before starting their transfer from Dunsfold to Twente. The first T.Mk.7s were the N-301 and N-302. The N-301 would end its days at KLu in 1968, being acquired by HSA and sold to the Royal Omani Air Force, while the N-302 would pass to the Royal Danish Air Force in 1967. (KLu)

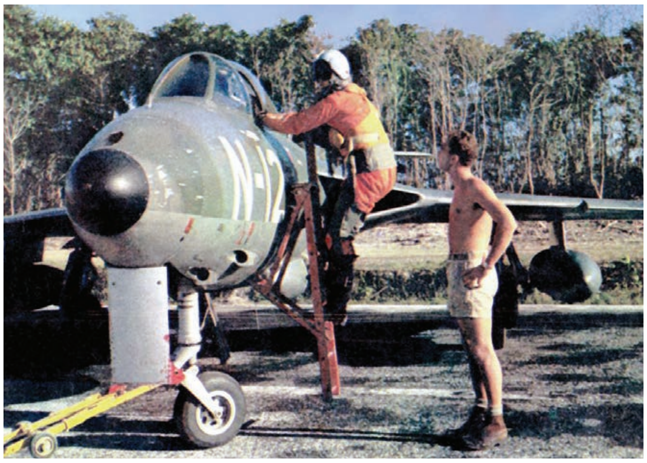
Technical team of the Royal Netherlands Air Force of the Hunter F.Mk.4 who participated in the deployment of 322 Squadron to Biak Island, Mokmer Air Base, Papua New Guinea in 1960. They pose in front of Hunter N-110, which is decorated with the Squadron's insignia in the empennage. This aircraft would be deregistered after its deployment on 23 March 1963. (Via Ted de Kanter)



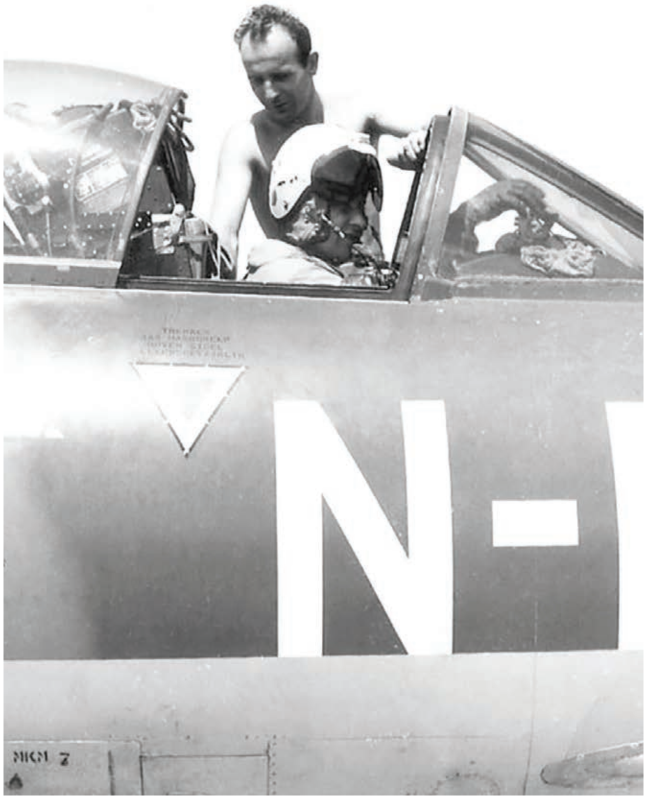
Crew of Hunter T.Mk.7 N-305 prepares to perform an instructional sortie at Leeuwarden Air Base on 25 July 1958. The aircraft is painted with the second livery used by the trainers, who retained the metallic finish and replaced the yellow bands with high-visibility orange bands, as well as the size and arrangement of the identifier numerals. (NIMH)



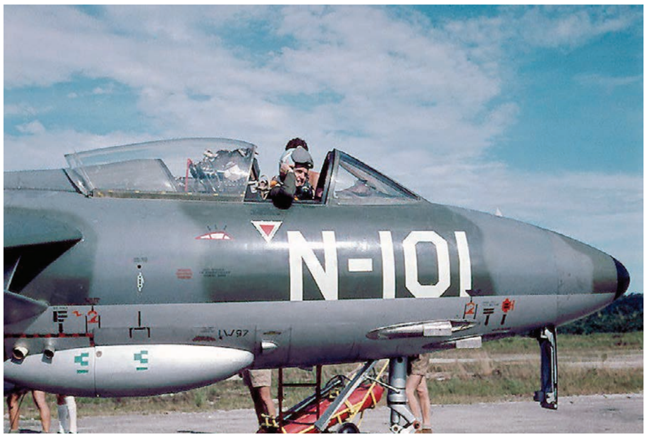
Hunter F.Mk.4 No. N-101 from 322 Squadron of Royal Netherlands Air Force, gets ready to carry out a patrol mission over Papua New Guinea from Mokmer Airbase at Biak Island, during the crisis. High ambient temperature and humidity affected the performance of the F.Mk.4's Rolls-Royce Avon engine, therefore Hunters F.Mk.6 with a better performance had to be transferred to Biak. (KLu)



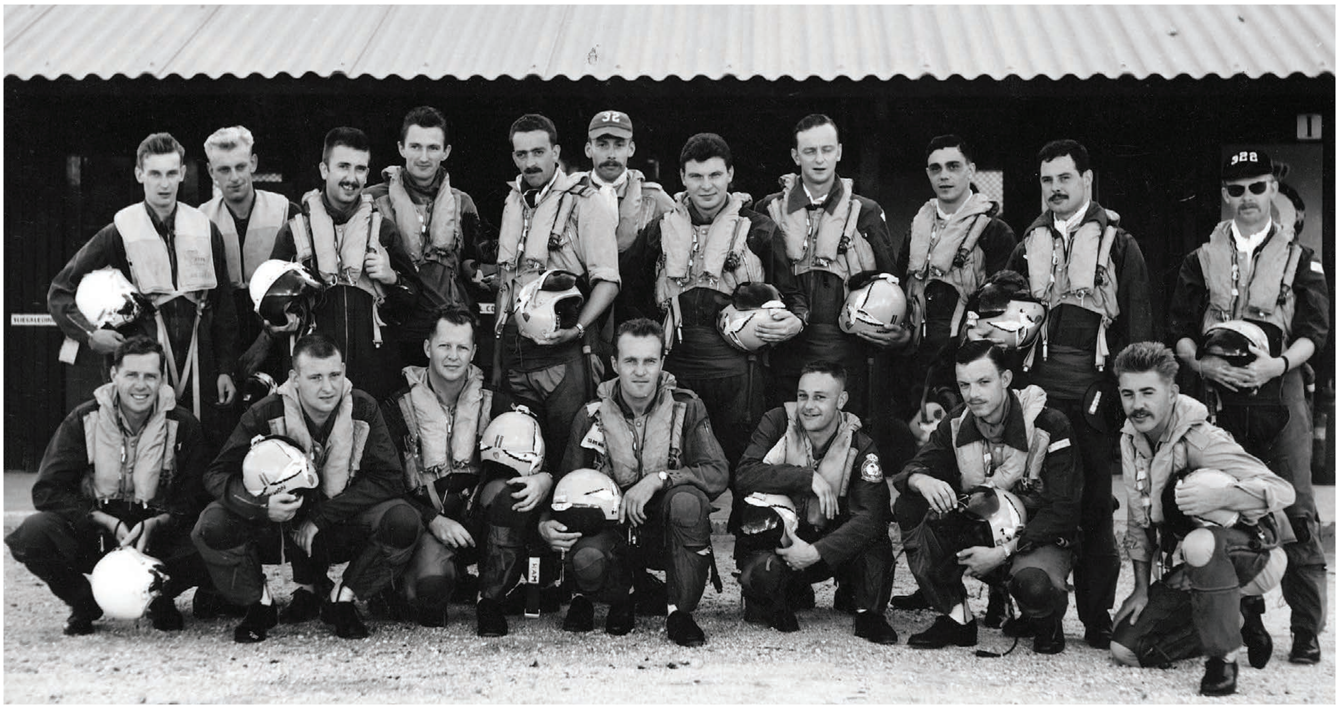
Pilot from 322 Squadron of Royal Netherlands Air Force climbs to the cockpit of his Hunter F.Mk.4 to carry out a new patrol mission over Papua New Guinea. He wears an orange flight suit, a high visibility color in case to eject over the sea or the jungle and to facilitate to be spotted by the rescue teams. Several Hunters were lost in flight accidents and a least one pilot died during deployment in Papua. (KLu)



No. 322 Squadron pilot Johan Alwon is attended by his crew chief, before starting a new patrol mission on his Hunter F.Mk.4 over Papua New Guinea. Hunter F.Mk.4 did not perform adequately for their engine, which was affected by Biak's heat and humidity. (Via Dick de Ruiter)



Another beautiful color picture from Hawker Hunter F.Mk.4 No. N-101, preparing to initiate a new mission during its operation in Biak, Papua New Guinea. Many details can be observed, specially the colorful of stencils, muzzle deflectors, ejection seat and the nose landing gear leg. (KLu)



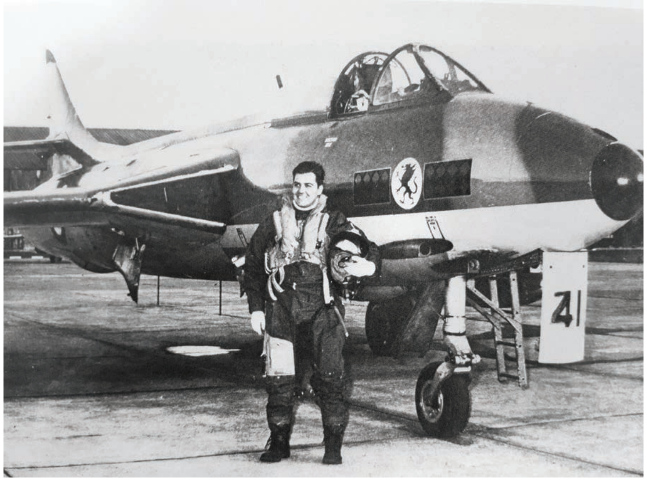
Hunter pilots from 322 Squadron and Alouette, stationed at Mokmer Air Force Base, Papua New Guinea, 1960. From left to right: Sgt Dubelaar (rescuer), Sgt Rutjes (rescuer), 1Lt Beek (Helicopter Commander), Sgt Heezen, 1Lt Vollewens, Sgt Den Ouden, Sgt Ham, 1Lt Mossel, Sgt Spies, 2Lt De Raad, 1Lt De Raad and 1Lt Veenhuysen. Kneeling: MSgt Van de Voort (helicopter pilot), 1Lt Alwon, Capt 't Hart, Cdr J. Blaauw (Commander of 322 Squadron), Capt Fleuren, 1Lt Bruinsma and Sgt Van Vleuten. (NIMH)

Chilean Air Force

HAWKER SIDDELEY GROUP

Hawker Siddeley Aviation Limited test pilots share experiences alongside a trainer Hunter demonstrator at Dunsfold in the early 1960s. These pilots made the first flights to most Hunters for the Chilean Air Force fleet. From left to right: David Lockspeiser, Hugh Merewether, Bill Bedford and Frank Bullen. (Hawker Siddeley Aviation Ltd. Collection)

Hawker Hunter Pilot Course of Aviation Group No. 7 in 1970: Standing from left to right: Lieutenants Jorge Coddou B., Renato Palma M., R. Navarrete, Danilo Catalán F. and R. Trujillo. Sitting: Lieutenant Jorge Emberg C., Captain Joaquín Urzúa R., Commanders Carlos Desgroux C., Fernando Rojas V., Captains César Guevara F. and Roberto Silva S. (Aviation Group No. 7 collection)



The first Chilean Air Force pilot to fly alone in a Hunter was Captain Jaime Estay Viveros, during the course held at the RAF in 1967. He would also register as the first Chilean pilot to fly at Hunter in Chile, on 11 December 1967 to the command of Hunter T.Mk.72 No. J-718. (Rino Poletti collection)

Two Chilean aeronautical leaders in their respective specialties, on the left modeler Mario Schmitz, creator of the first modeling clubs in Chile and future president of IPMS Chile, together with Group Commander Fernando Matthei Aubel, future Commander-in-Chief of the FACh, during a visit to the Aviation Group No. 7 of Mr. Schmitz in 1970. Both are photographed behind the Hunter flight line, where you can see the No. J-714 and J-701. (Via Mario Schmitz).

Hawker Hunter flight instructors, Los Cerrillos, 19 September 1970, left to right: Captains Egidio Machuca Ramos (“Mohicano”), Enrique Montealegre Jullián (“Monty”), Enrique Fernández Cortéz (“Gato”), Squadron Commander Eduardo Fornet Fernández, Captains Eitel Von Mühlenbrock Hevia (“Víbora”), Raúl Tapia Esdale (“Tauro”) and Pedro Merino Núñez (“Mercurio”). (Rino Poletti collection)

Pilots from Aviation Group No. 7, Los Cerrillos, Course 1972, standing: Lt Ernesto González Y., Luis Utman A., Joaquín Berríos C., Luis Bolton M. and Roberto Urrutiaguer V. Sitting: Lt Gustavo Leigh Yates and Eduardo Wegener U., Cpt Francisco Ayala F. and Lt Javier Prat-Corona R. and Anibal Pinto B. (FACh)

Captain Fernando Rojas Vender from Aviation Group No. 9, performs the preflight to Hunter F.Mk.71 No. J-708 at El Tepual Air Base, 1972. This pilot would lead the second air transfer of Operation "Atlantes" in February 1974 and later become Commander-in-Chief of the Chilean Air Force. (Vía Anselmo Aguilar)

Lieutenant Hernán Gabrielli Rojas getting up the Hunter J-703 at Cerro Moreno Air Base, Antofagasta, during a deployment of Aviation Group No. 7 to the North in 1970. Lieutenant Gabrielli would be the first leader of the Aerobatics Squadron "Halcones" and would reach the rank of General of Staff. (Rino Poletti collection)

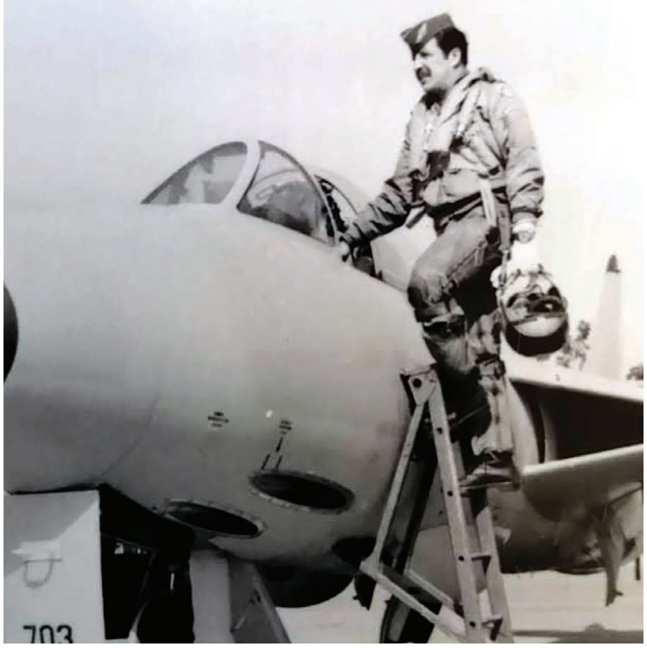
Armorers and support specialists from Aviation Group No. 7 perform a demonstration of a tactical loading on Hunter FR.Mk.71A No. J-717 and F.Mk.71 No. J-737 to the FACh High Command and civilian guests in 1974, during the command of Group Commander Mario López Tobar. (FACh)

Instructors of Hawker Hunter, Los Cerrillos, 21 March 1974, from left to right: Captain Hernán Gabrielli Rojas ("Geminis"), Captain Egidio Machuca Ramos ("Mohicano"), Captain Raúl Tapia Esdale ("Tauro"), Captain Joaquín Urzúa Ricke ("Urano"), Captain Eitel Von Mühlenbrock Hevia ("Víbora"), Captain Marcos Meirelles Guizman ("Samurai"), Captain Pedro Merino Núñez ("Mercurio") and Lieutenant Danilo Catalán Farías ("Canguro"). (Rino Poletti collection)

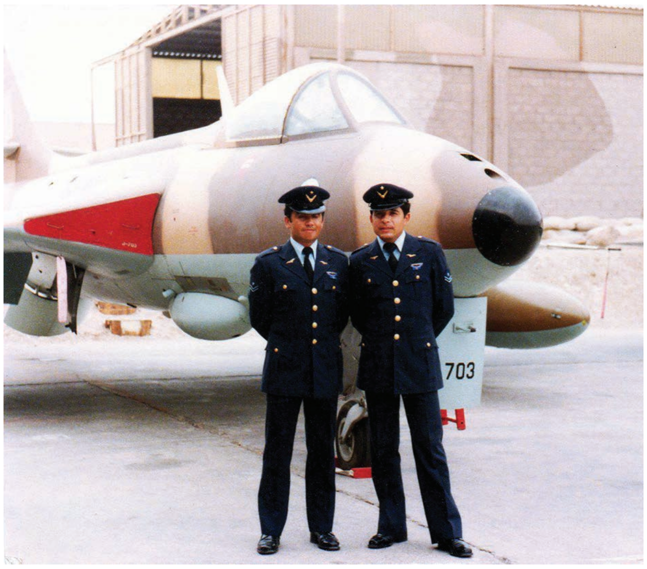
Personnel of mechanics and specialists of Aviation Group No. 7. Standing from L to R: 2nd Cpl Luis Inostroza (Mechanic), 1nd Corporal Luis Bahamondes D. (Mechanic), 1st Cpl Mario Ramos S. (Mechanic), 1st Soldier Julio Barrera (SEI), 1st Cpl Manuel Sáez (Driver), 2nd Sgt Juan Carrasco M. (Chief of Flight Line), 2nd Cpl Luis Alarcón (Mechanic), 2nd Cpl Patricio Gajardo (Engine) and 2nd Cpl Pablo Heinz (Mechanic). Kneeling from L to R: 1st Cpl Mario Vilches M. (Mechanic), 1st Cpl Alfonso Celis S. (Mechanic), 1st Cpl Darío Reyes (Mechanic), 2nd Cpl Guido Escobar (ETA), 2nd Cpl Hugo Lobos (Mechanic), 1st Cpl Jorge Pérez, 2nd Cpl Juan Oyarzún and 1st Cpl Jaime Cabezas. (Rino Poletti collection)

Pilots from Aviation Group No. 9, 1974, from left to right: Lieutenant Ernesto González Yarrá, Lieutenant Nelson Sanhueza Lagos, Captain Enrique Montealegre Jullián, Captain Enrique Fernández Cortés, Lieutenant Aníbal Pinto Benussi, unknown, Lieutenant César Guevara Fuentes. (FACh)

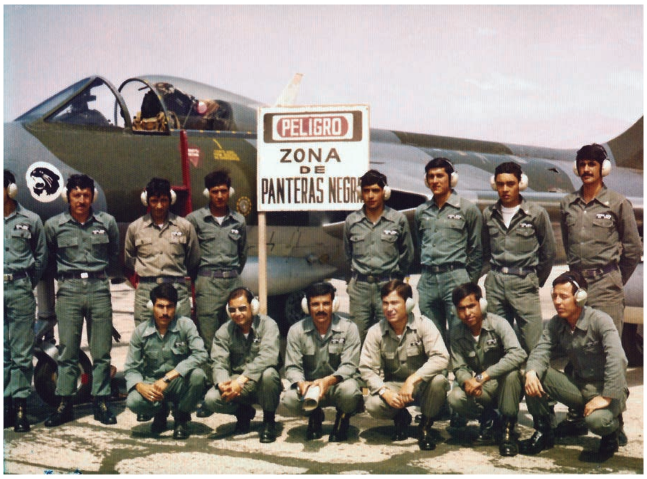
Pilots from Aviation Group No. 9, Cerro Moreno, 1975, from left to right: Lieutenant Luis Castillo López, Lt René Cerda Herrera, Captain Jorge Sandoval Bravo, Group Commander Alberto Wachtendorff Latournerie, Lt Joseph Szita Birkas, Lt José Fernández Martin and Lt Christian Miranda Alcayaga. (FACh)



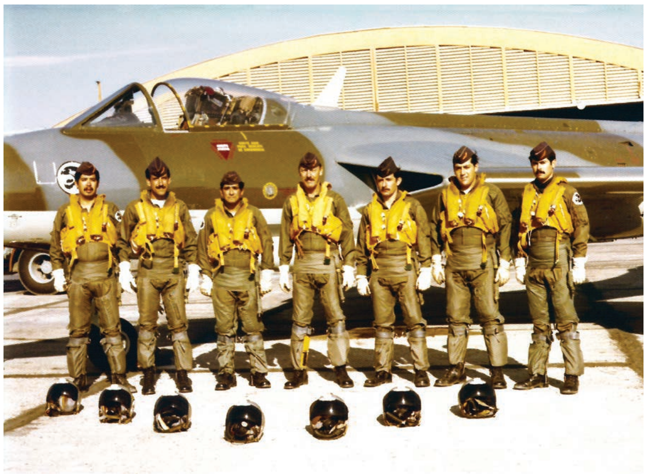
Captain Moisés Muñoz Silva ("Moro") from Aviation Group No. 7, climbing Hunter F.Mk.71 J-703 in 1975. The aircraft uses the experimental low visibility scheme. (Via Moisés Muñoz)



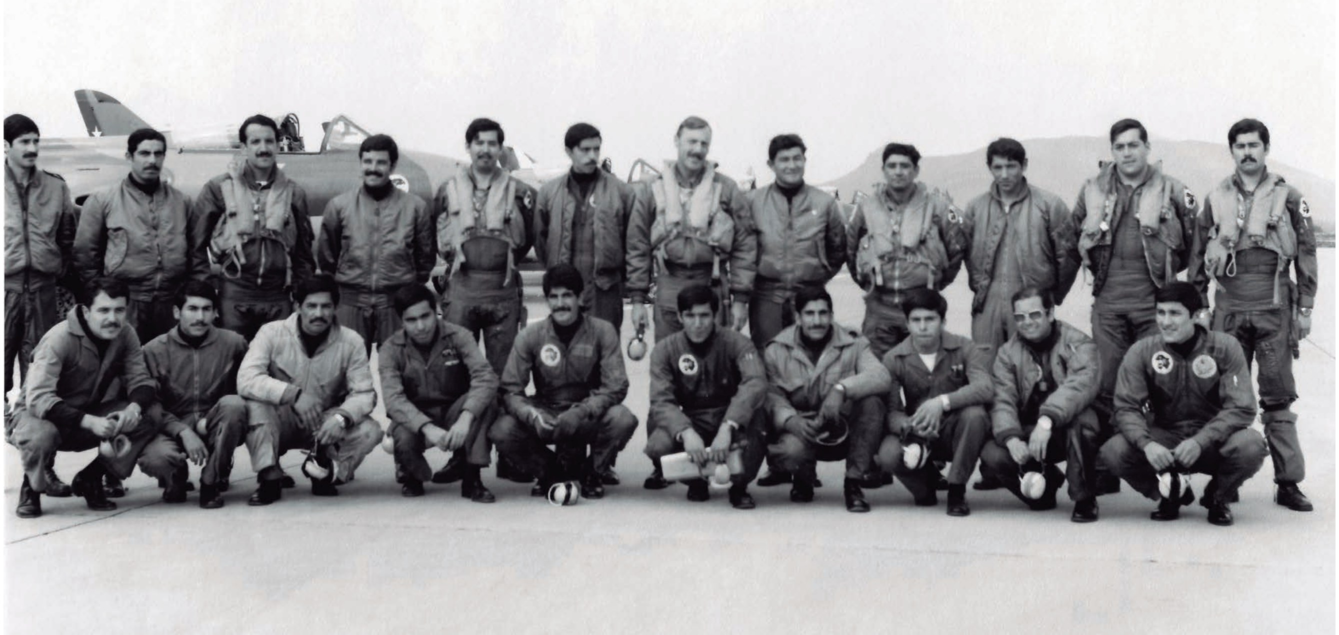
1st Corporals Héctor Herrera Ibáñez and Alejandro Silva Herrera from Aviation Group No. 8, pose in front of Hunter F.Mk.71 J-703 from Aviation Group No. 9, which uses its desert scheme, 1979. Via Alejandro Silva



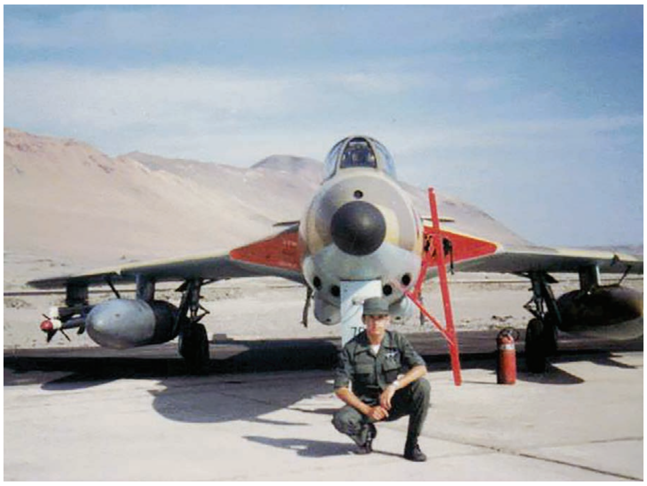
Crew chiefs and specialists from Aviation Group No. 9 at Cerro Moreno Air Base, Antofagasta, 1977, pose with the famous sign "Danger - Black Panther Zone", characteristic of the presence of this prestigious combat unit and that was taken to its different deployment zones. (Via Anselmo Aguilar)



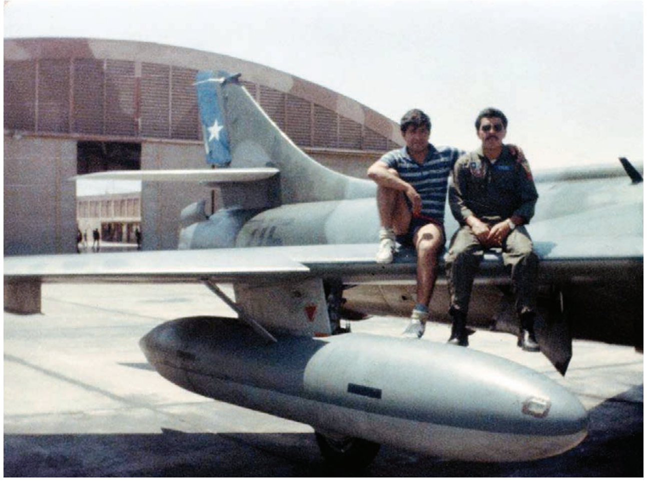
Pilots from Aviation Group No. 9, Cerro Moreno, 1979, from left to right: Lieutenant René Cerda Herrera, Commanders Jorge Sandoval Bravo and José Correa R., Group Commander Gonzalo Pérez Canto Sáez, Captain Cristóbal Illanes Ramírez, Lieutenant Cristián Bakx Herrera and Lieutenant Christian Miranda Alcayaga. (Via Anselmo Aguilar)



Hunter pilots and mechanics from Aviation Group No. 9, Cerro Moreno, 1979, standing from left to right: Cpt Rafael Ulzurrún, Sgt Pablo Basáez, Cdr Jorge Sandoval, 1st Cpl Ramón Palacios, Cpt René Cerda H., Sgt Pedro Salvador, Group Cdr Gonzalo Pérez Canto Sáez, MSgt Humberto Astudillo, Cdr José Correa R., Sgt Custodio Salvo, Lt Cristián Bakx H. and Lt Christian Miranda A. Left-to-right kneeling: Cpl Alan Aravena, Cpl Manuel Baeza, Sgt Justo Martínez, Cpl Luis Zenteno, Cpl Patricio Rojas, Cpl Luis Silva, Cpl Alfredo Larraín, Sgt Mario Fuentealba and Cpl Pedro Bórquez. (Via Anselmo Aguilar)

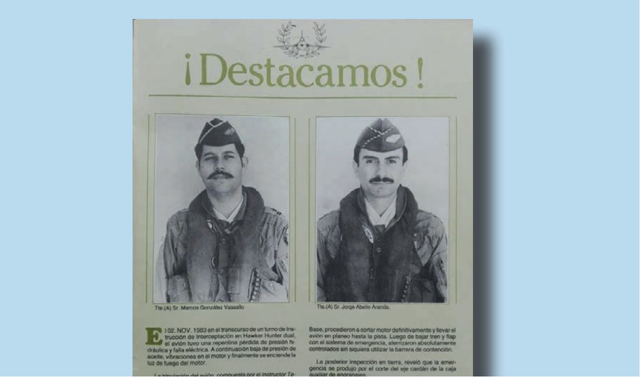


1st Corporal Pablo Moreno González, armorer specialist from Aviation Group No. 8, poses in front of Hunter F.Mk.71 No. 708 at Los Condores Air Base in one of the many alert deployments in the early 1980s. The aircraft retains the desert scheme and carries two Shafrir 2 missiles. (Via Pablo Moreno)



Sports afternoon on a Friday day in the mid-1980s in Aviation Group No. 8, however flights do not stop. In the photograph the 2nd Corporals Mario Guerrero and Osvaldo Otero Góngora, crew chiefs of the Hunter aircraft, on the wing of the FR.Mk.71A No. 715 with the Eagle upgrade. (Via Osvaldo Otero)

Pilots from Aviation Group No. 8, Cerro Moreno 1983. From left to right: Lt Ricardo Grupe Mora ("Germen"), Lt Jorge Abello Aranda ("Acertijo"), Group Commander Florencio Dublé Pizarro ("Dardo"), Lt Patricio Topali Frávega ("Tobruk") and Lt Arturo Merino Núñez ("Murciélago"). (Via Jorge Abello)



¡Destacamos!

Tte.(A) Sr. Marcos González Vasallo

Tte.(A) Sr. Jorge Abello Aranda.

El 02. NOV. 1983 en el transcurso de un turno de instrucción de Interceptación en Hawker Hunter dual, el avión tuvo una repentina pérdida de presión hidráulica y falla eléctrica. A continuación baja de presión de aceite, vibraciones en el motor y finalmente se enciende la luz de fuego del motor.

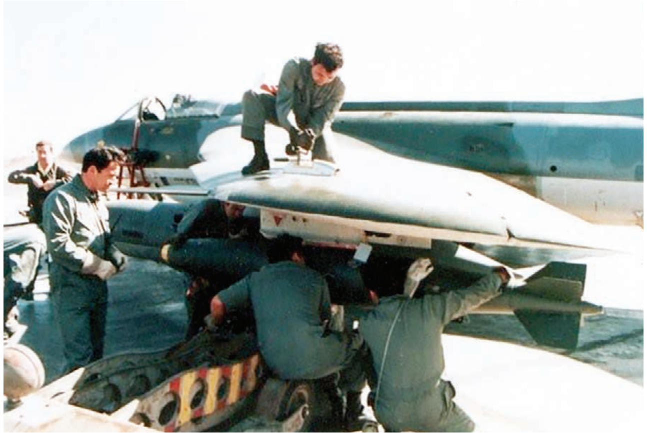
La tripulación del avión, compuesta por el instructor Te-

Base, procedieron a cortar motor definitivamente y llevar el avión en planeo hasta la pista. Luego de bajar tren y flap con el sistema de emergencia, aterrizaron absolutamente controlados sin siquiera utilizar la barrera de contención.

La posterior inspección en tierra, reveló que la emergencia se produjo por el corte del eje cardán de la caja auxiliar de engranajes.

On 2 November 1983, Lieutenant Marcos González Vasallo was conducting an instruction to Lieutenant Jorge Abello Aranda in a dual Hunter, which experienced technical problems that forced an emergency landing. This action was highlighted in a publication of Wing No. 1, Cerro Moreno Air Base. (Via Jorge Abello)

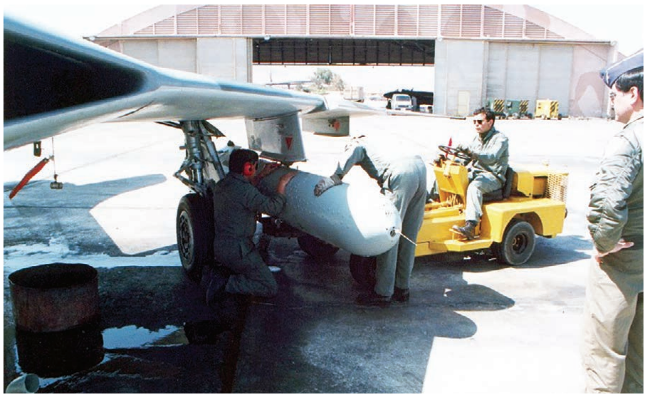
An unusual 1980s selfie captures Captain Carlos Bertens Uthemann ("Brujo") performing an instructional sortie to Lieutenant Manuel Soto Cabrera ("Sicario"). (Via Carlos Bertens)



Armorer specialists from Aviation Group No. 8 perform a tactical loading of Hunter FR.Mk.71A No. 735, deployed at Los Condores Air Base in Iquique. The armorers carry a 500-pound bomb on the outer pylon. In the background, its pilot, Lieutenant Ricardo Grupe Mora. (Rino Poletti collection)

Hunter pilots from Aviation Group No. 8, Cerro Moreno, 1986, from left to right: Captain Carlos Bertens U. ("Brujo"), Lieutenants Mario Aguilera, Carlos Cofré C. ("Caleuche") and Ricardo Varas M. ("Vudú"), Captains Javier Danzinger F. ("Dino"), Ricardo Sepúlveda U ("Tiburón") and Patricio Muñoz P. ("Mosquito"), Group Commander Héctor Monje R. ("Machete"), Lieutenants Jorge Carter A. ("Cylón"), Cristián Vial C. ("Vampiro") , Ernesto Melo Z. ("Marabunta"), Erich Baumann F. ("Bicho"), Ricardo Grupe M. ("Germen"), Juan Soto C. ("Sicario") and Harald Huber H. ("Huemul"). (Via Ernesto Melo)

Aviation Group No. 8 pilots during a Hunter flight simulator course in England in the mid-1980s. From left to right: Lieutenants Harald Huber H. ("Huemul"), Ernesto Melo Z. ("Marabunta"), English instructor, Captain Carlos Herrera Ronco ("Hacha") and Lieutenant Ricardo Grupe M. ("Germen"). (Via Ernesto Melo)

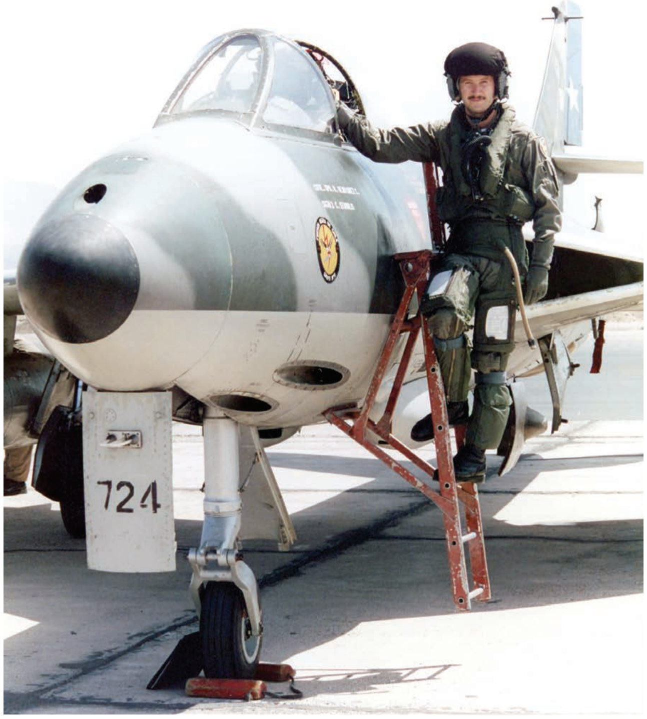


Aviation Group No. 8 armorer specialists load a 445-kilogram Cardoen CB-500-K cluster bomb into the inner pylon of a Hunter F.Mk.71. The operation is overseen by Lieutenant Lionel Zepeda Lamiothe, who led the approval tests for such weapons in the Hunter aircraft. (Via Lionel Zepeda)

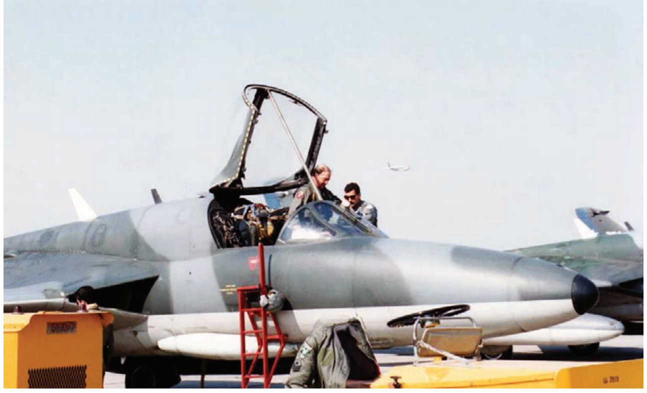
Hunter pilots from Group No. 8 pose on Hunter F.Mk.71 No. 726. From left: Captain Patricio Saavedra, Lieutenants Harald Huber H., Ricardo Varas M., Captain Héctor Peña y Lillo A., Lieutenants Erich Baumann F. and Ernesto Melo Z. (Via Ernesto Melo)

Group Commander Patricio Saavedra Rojas ("Shogun") was the last Commander of Aviation Group No. 8, flying on the Hunter's farewell flight in Chile on April 19, 1995. (Alessandro Bocca)

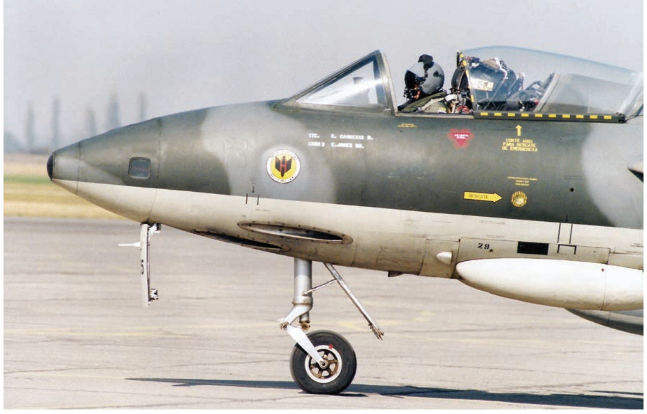
Instructors pilots from Aviation Group No. 8, Cerro Moreno, pose in the cockpit of Hunter T.Mk.72 No. 736. From left to right: Captains Marcos González Vasallo ("Gorila"), Ricardo Sepúlveda Urzúa ("Tiburón"), Guillermo Castro Guzmán, Ricardo Grupe Mora ("Germen") and Carlos Bertens Uthemann ("Brujo"). Via Carlos Bertens U.



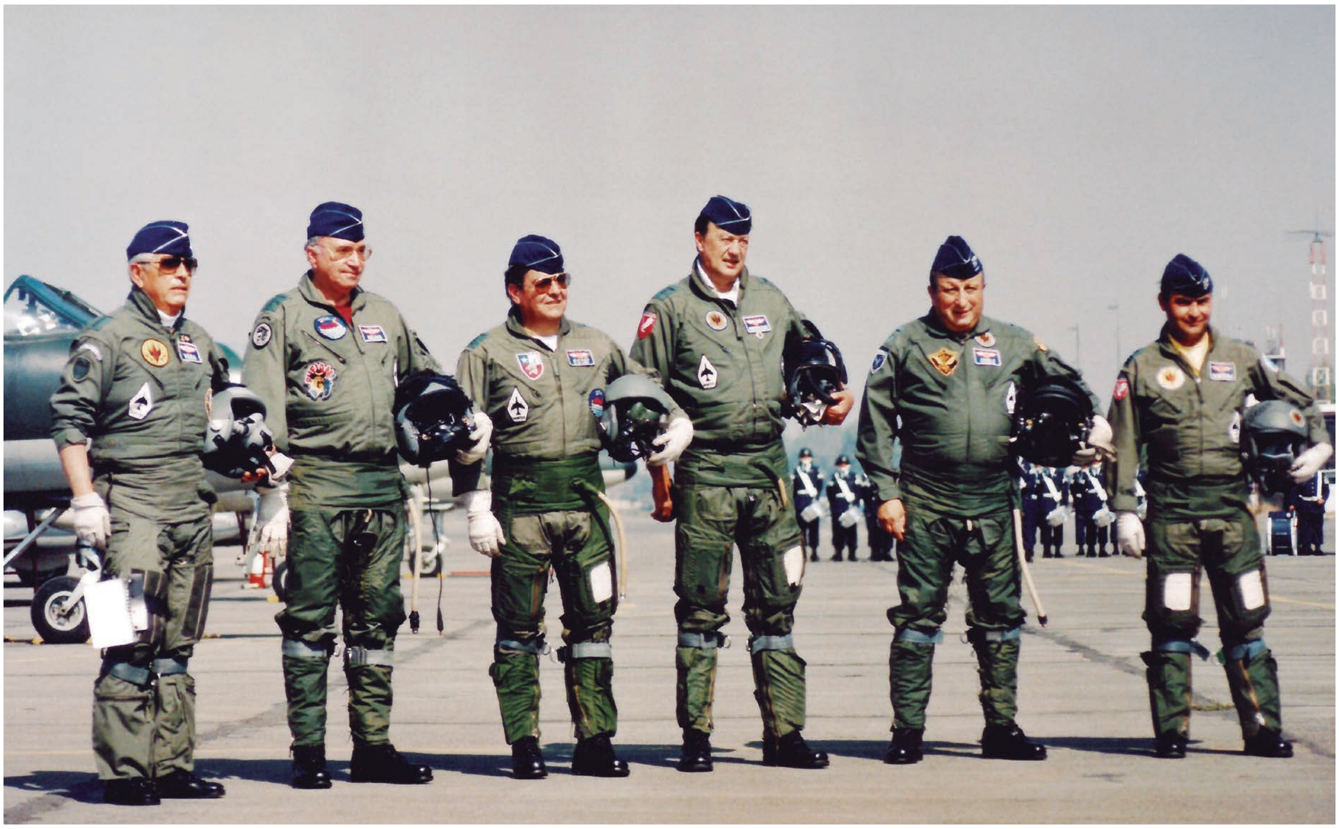
Captain Patricio Schnettler Dorner poses in front of Hunter F.Mk.71 No. 702. Captain Schnettler would be Hunter's last pilot to lose his life, on 14 July 1994, during an air-to-ground shooting practice with Hunter F.Mk.71 No. 708. The aircraft began to role and ultimately the pilot managed to eject at low altitude, unfortunately impacting with terrain. (Alessandro Bocca)



General Enrique Montealegre Jullián settles into the pilot position in Hunter T.Mk.72 No. 736, assisted by crew chief, 2nd Sergeant Aldo Contreras, before making the Hunters' farewell flight in Chile, on 19 April 1995 at Los Cerrillos Air Base. (FACh)



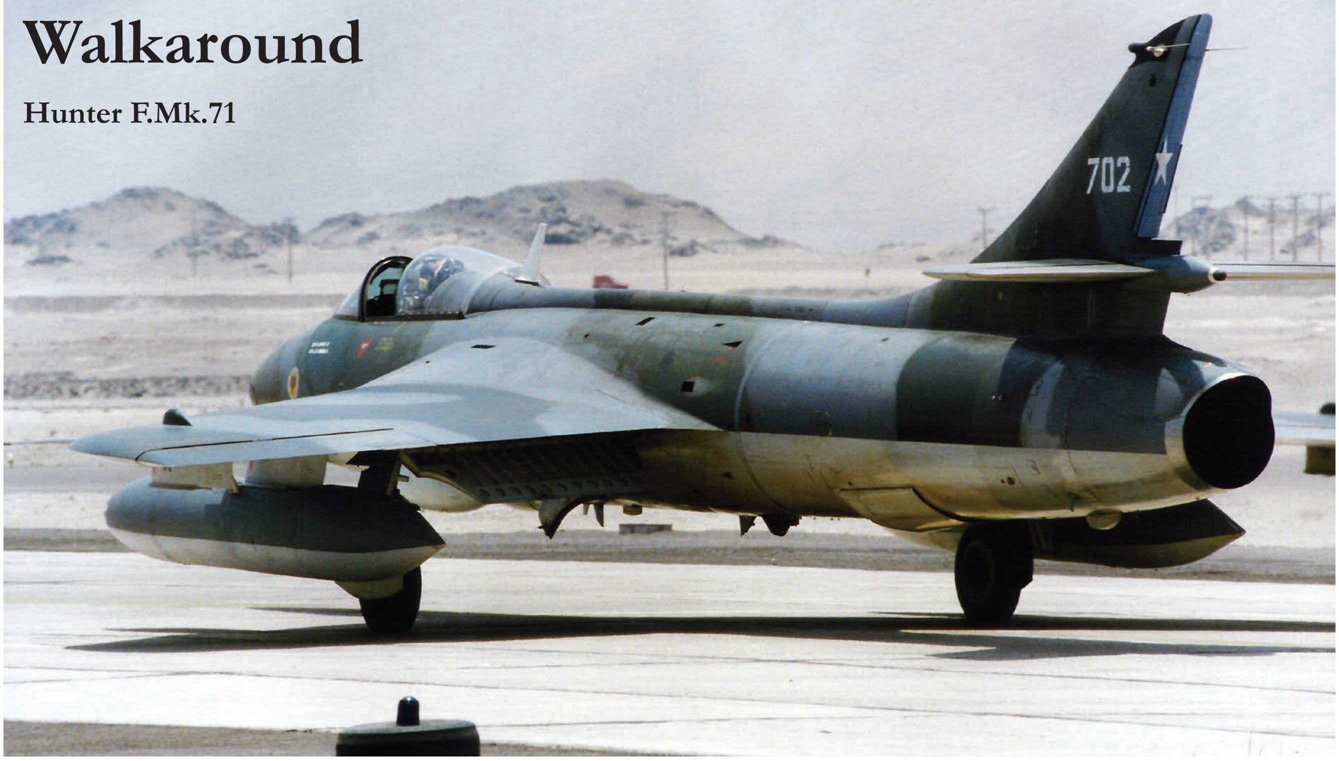
The Commander-in-Chief of the FACh, General Ramón Vega Hidalgo begins taxiing Hunter FR.Mk.71A No. 734 at Los Cerrillos Air Base, leading a flock that would make the farewell flight of Hunter aircraft in Chile, on 19 April 1995, completing more than 27 years of service. (Alessandro Bocca collection)



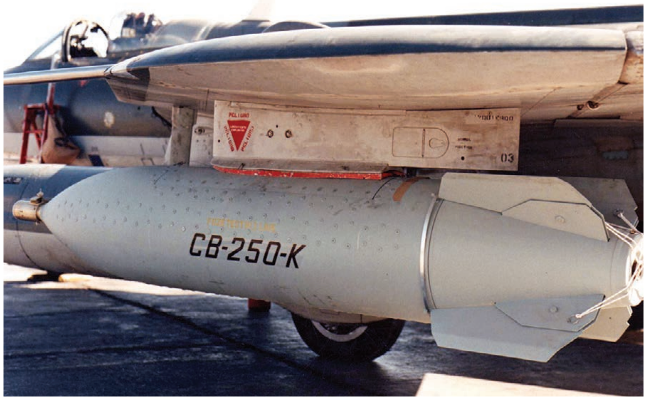
Pilots of the farewell flight of the Hunter in the Chilean Air Force: the Commander-in-Chief of the FACh, General Ramón Vega Hidalgo, Chief of Staff, General of Aviation Jorge Rojas Vender, Head of Logistics Command, General Jaime Estay Viveros, Head of Operations Staff, General Enrique Montealegre Jullián, Commander-in-Chief of the 1st. Air Brigade, General Javier Dublé Searle and the Commander of Aviation Group No. 8, Group Commander Patricio Saavedra. (Patrick Laureau)

Walkaround

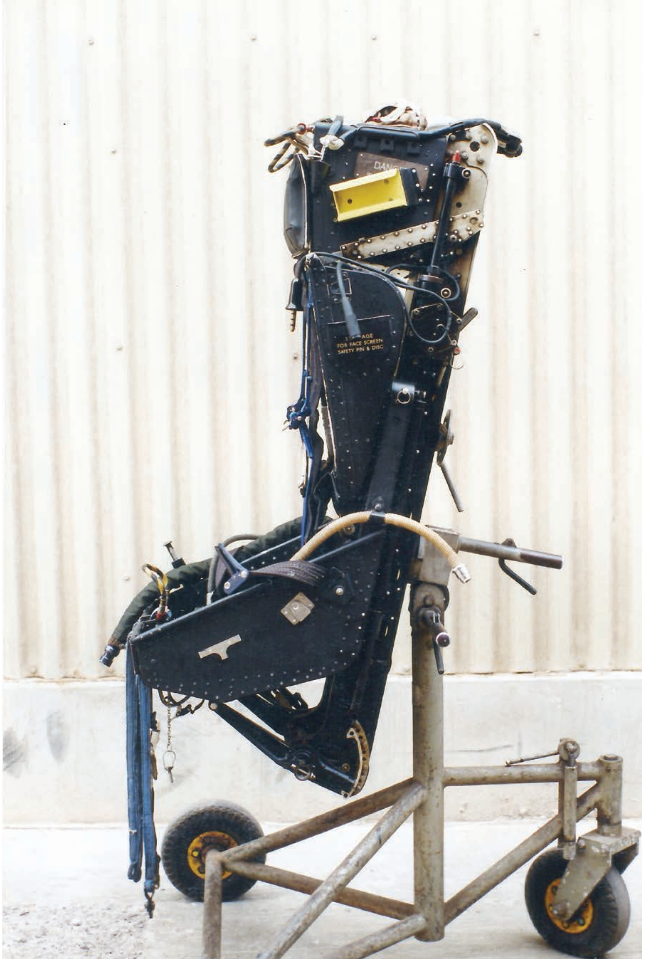
Hunter F.Mk.71



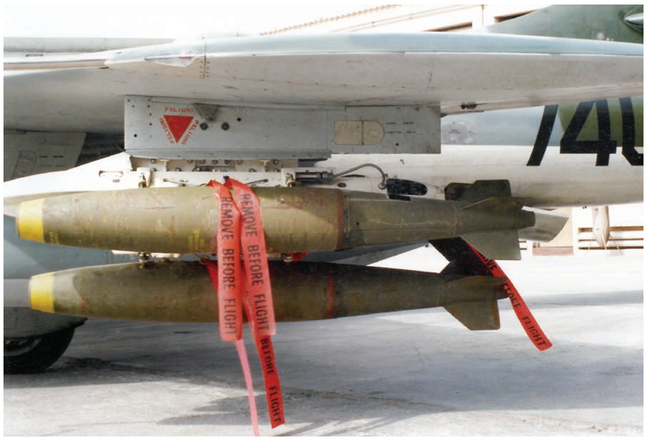
Rear view of Hunter F.Mk.71 No. 702 from Aviation Group No. 8, taxiing at Los Condores Air Base in the early 1990s and sporting its las paint scheme. You can see flap details in 4 notches position, RWR antenna from Eagle upgrade, 230 gallon auxiliary fuel tank and the ERU of the external pylon. (Patrick Laureau)



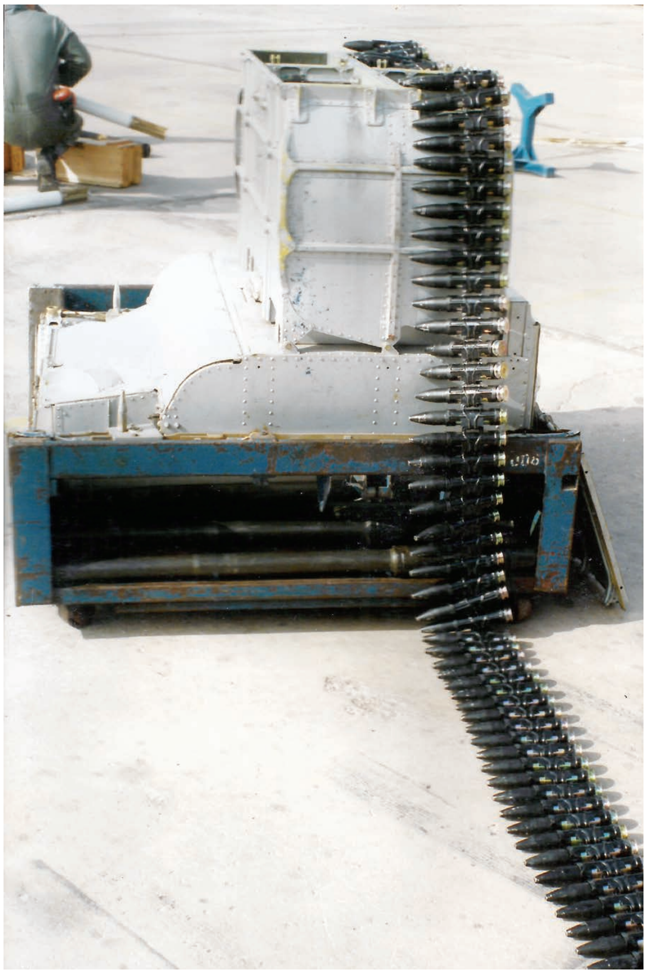
Detail of the external pylon, loading a Cardoen CB-250-K cluster bomb. This bomb weighed 250 kg and carried 240 PM1 bomblets (700 grams each), composed of 161 grams of Hexolite, TNT and RDX ea. Hunters delivered most of the 24 bombs used in their trials. (Lionel Zepeda)



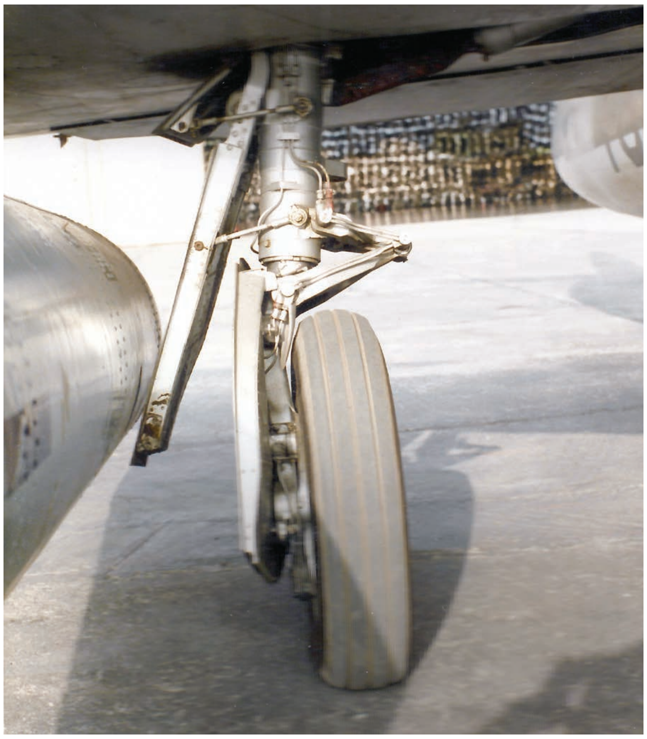
Left view of the Martin-Baker Mk.3H ejection seat used by most of the Chilean Hunters. This 0-0 feature seat had an acceleration of 21 G's, which left some pilots with sequels. Five Hunter pilots used this seat model successfully, while three died. (Rino Poletti collection)



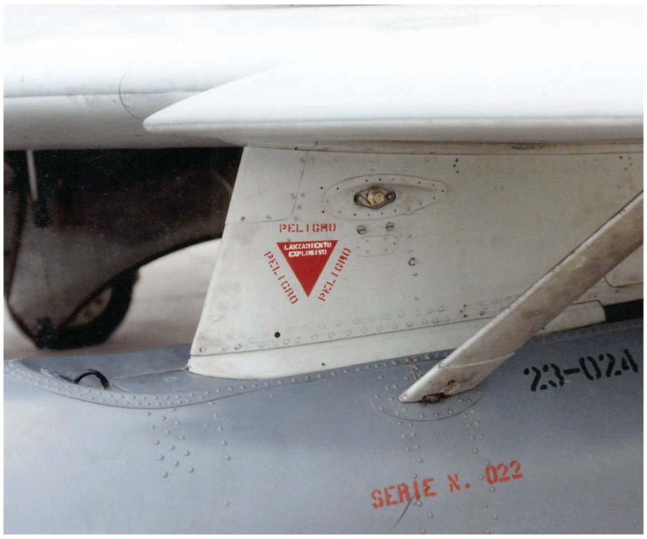
Another view of the left wing, where you can see the load of a TER in the position of the external pylon with three 250-pound bombs. This configuration was feasible only to beat targets that were within a limited range of action due to the high drag produced by TERs in this configuration. (Rino Poletti collection)



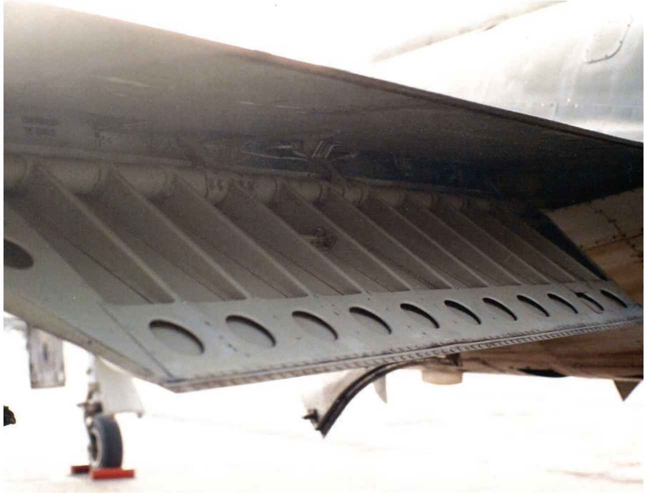
Left view of Hunter F.Mk.71's four 30 mm Aden gunpack. You can see the barrel tubes and the detail of the ammunition feed belt. This configuration allowed the tactical loading to be performed very quickly by using manual hoists. The ammunition is High Explosive (HE) in this case. (Rino Poletti collection)



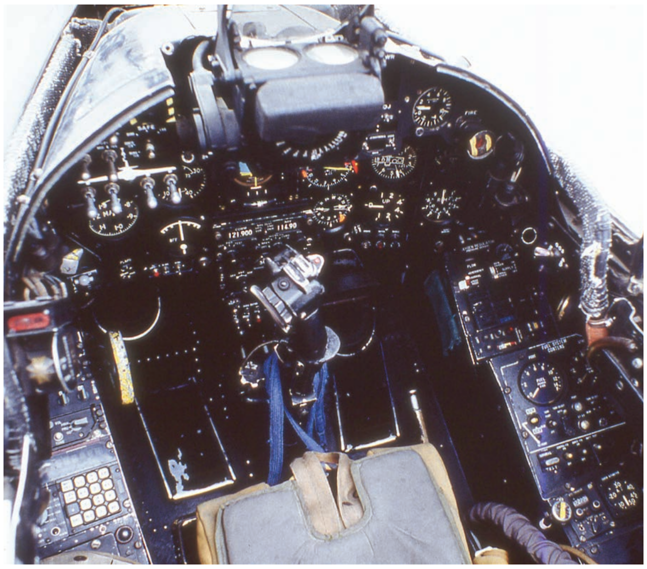
View of the right main landing gear, which was hydraulically operated with a high pressure circuit of 3,000 psi. The brakes incorporated an anti-skid Maxaret unit, allowing the Hunter to operate on rainy runways very reliably in the south of the country. (Rino Poletti collection)



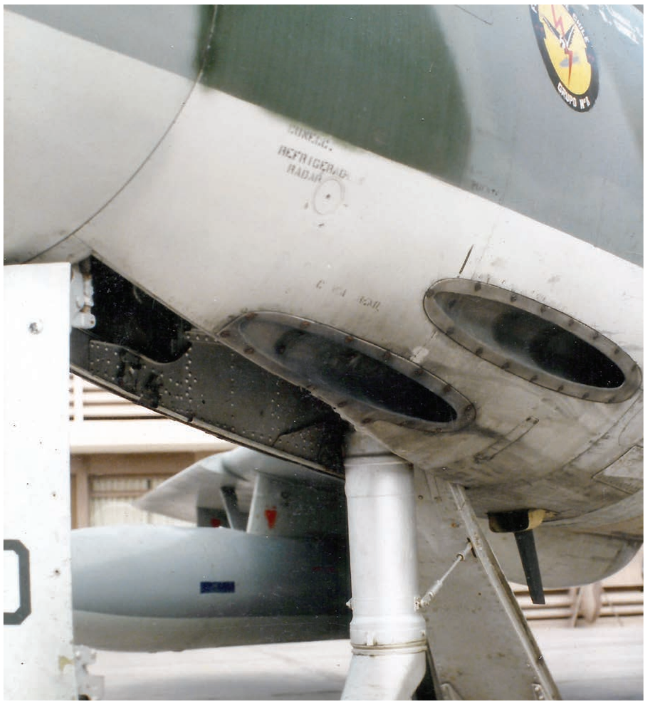
View of the left wing where you can see the details of the extension "dog tooth" of the wing, the inner pylon, part of the supplementary tank of 230 imperial gallons and the supporting strut of the tank. The warning stencil of the explosive cartridge can also be seen painted on the pylon. (Rino Poletti collection)



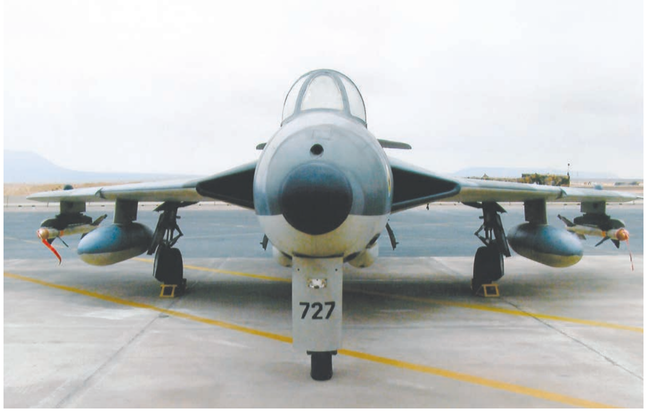
Detail of the left flap in mid-extended position (4 notches). You can see the curve framed section on the left that allowed it to be extended to the wide-extended position (8 notches) when using additional 230-gallon imperial supplementary fuel tanks. (Rino Poletti collection)



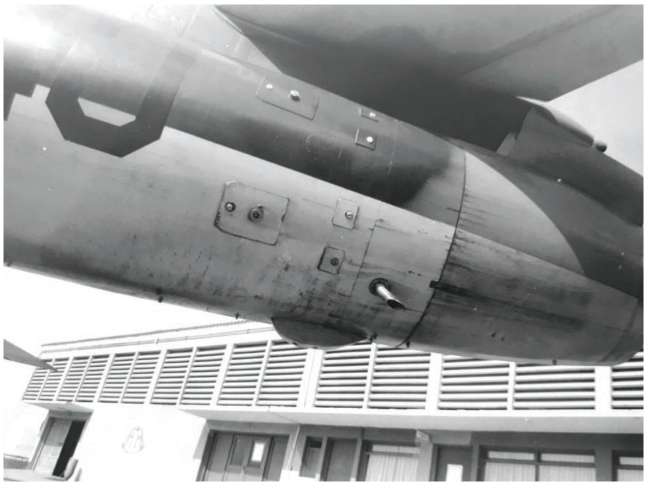
Cockpit of a Hunter FR.Mk.71 modernized to the Eagle standard. The new layout went on to solve the problem of the different cockpits present in aircraft from the different batches purchased. It also included new communication and navigation equipment from American origin. (Alessandro Bocca collection)



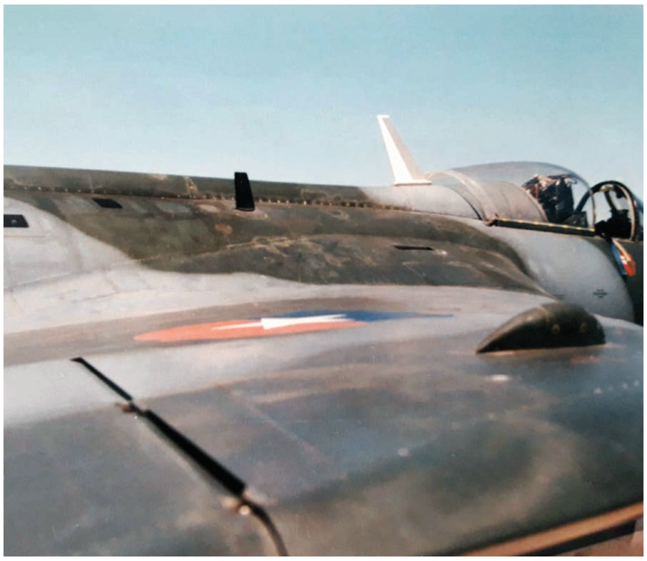
Detail of part of the well of the nose landing gear of Hunter F.Mk.71 No. 740 and where you can see the exit of the left guns with evidence of their recent use, as well as the black UHF antenna, the only one that used it in that position, being able to easily distinguish from the rest of the Eagles Hunters. (Rino Poletti collection)



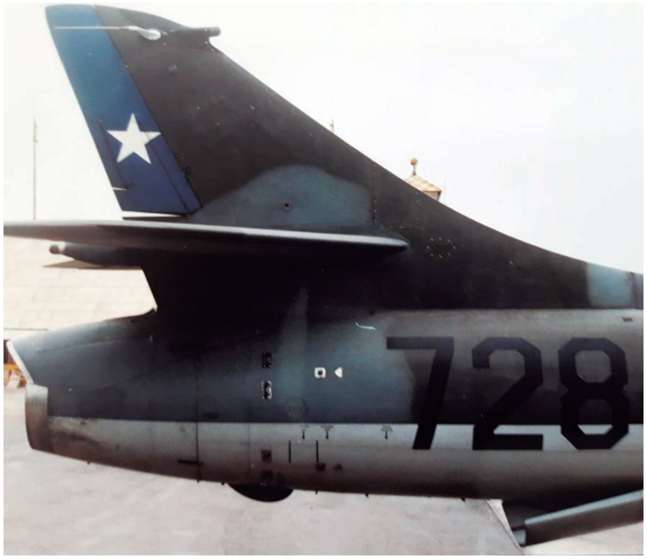
A configuration to take into account, Hunter F.Mk.71 No. 727, carrying two Rafael Shafrir 2 air-to-air missiles and additional 100-gallon imperial supplementary fuel tanks. This configuration was used during the Beagle crisis in 1978 by Hunters deployed in Puerto Montt and Punta Arenas. (Rino Poletti collection)



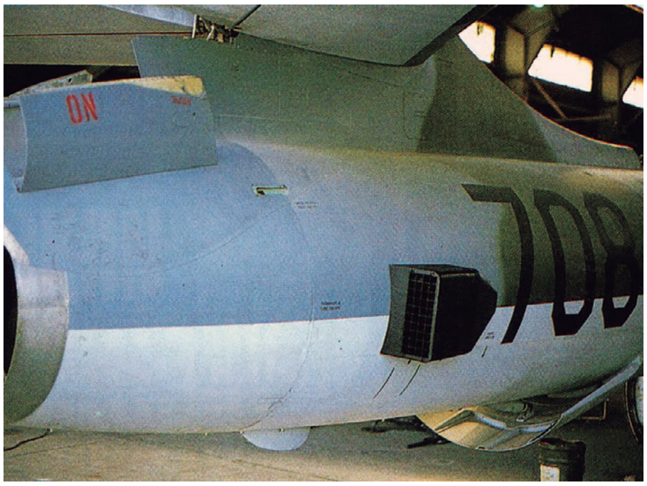
Detail of the fasteners of the Eclipse System, part of the Eagle Project, in the Hunter F.Mk.71 No. 740. Eagle Hunters could carry up to four MJU-7B flare launchers and RR-170 chaff dispensers. Aircraft were usually configured with a single launcher for combat training. (Rino Poletti collection)



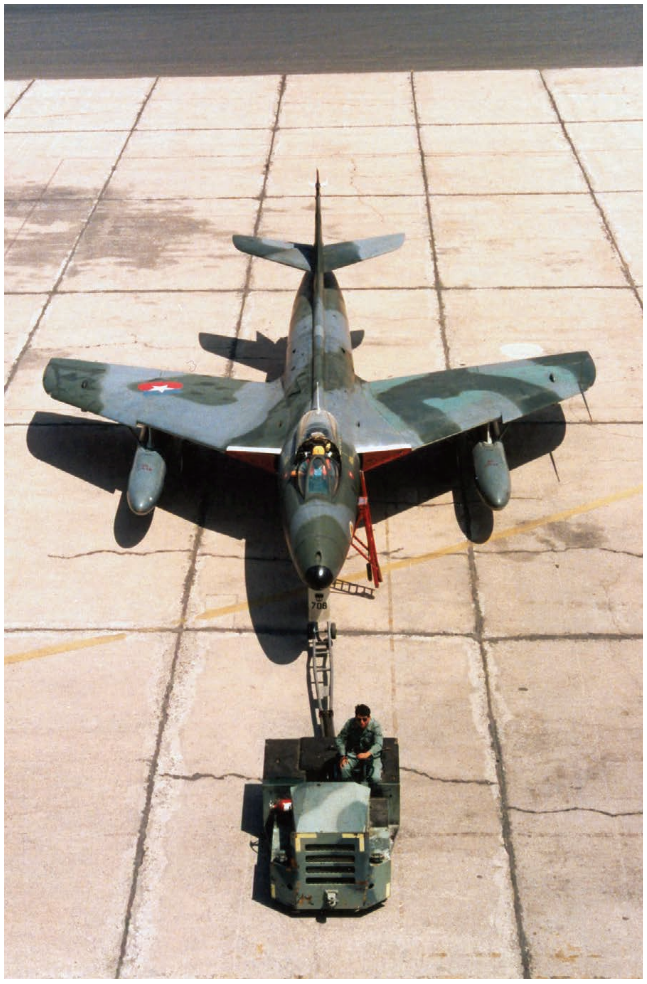
View of the detail of the fuselage and right wing where you can see in the foreground the fairing of the ERU (Ejector Release Unit) of the external pylon. This was an explosive unit that allowed all charges carried in that position to be released. You can also see the position of the UHF antenna of the Eagle configuration. (FACh)



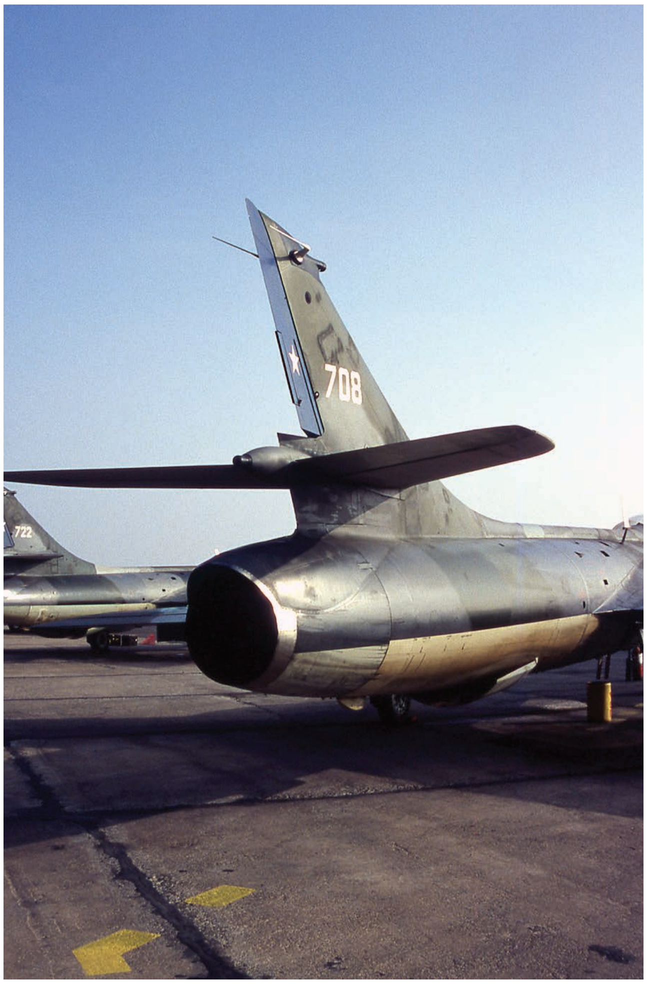
The most notable features of the Eagle configuration, which made it possible to distinguish the aircraft that carried it, were focused on the empennage and the tail fuselage. You can see the antennas of the Caiquén II RWR system and the Eclipse system fasteners. (Rino Poletti collection)



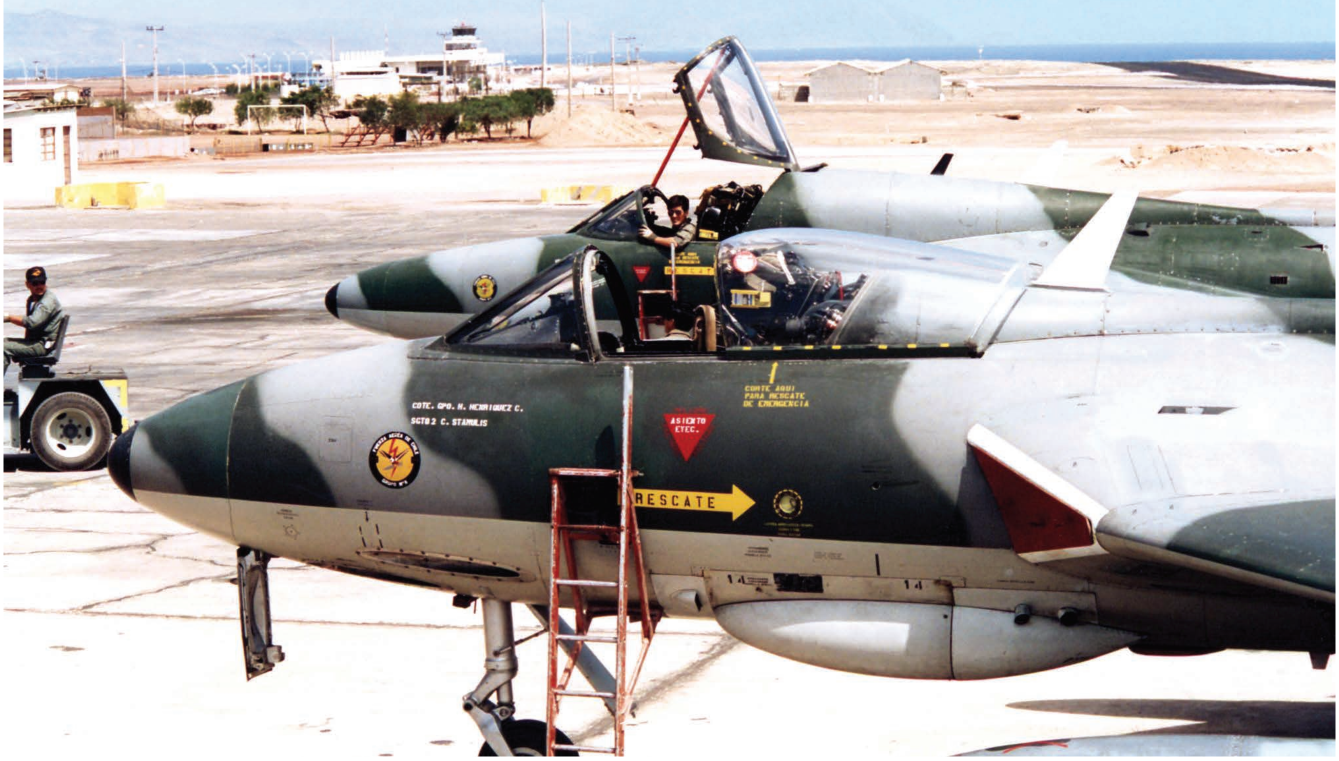
Detail of the RR-170 chaff launcher from Eclipse system mounted on the right side of Hunter F.Mk.71 No. 708 tail fuselage. This configuration allowed aircraft to have counter-measures to block the signals from detection radars and/or anti-aircraft radars. (FACh)



Top view of Hunter F.Mk.71 No. 708 being towed to the Aviation Group No. 8 after a maintenance inspection. This Hunter was the last aircraft lost from the fleet on 14 July 1994, losing his life Captain Patricio Schnettler Dorner, during an air-to-ground shooting practice. (Alessandro Bocca collection)

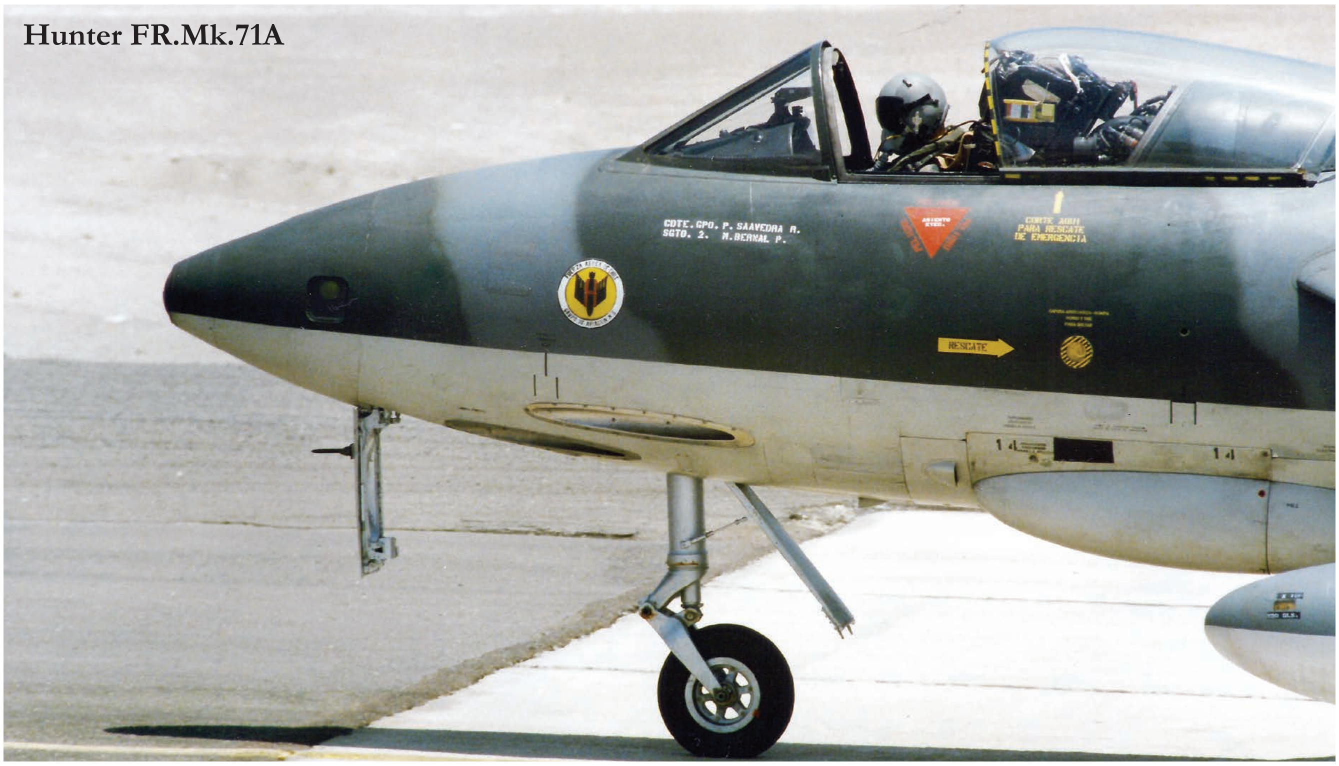


Rear view of Hunter F.Mk.71 No. 708 in the Aviation Group No. 8 flight line at the end of its career at early 1990s. RWR sensors from the Caiquén system can bee seen in detail and VOR aerials. Oil stains from the engine are also noted and the typical recipient for abundant leakages. (Alessandro Bocca collection)

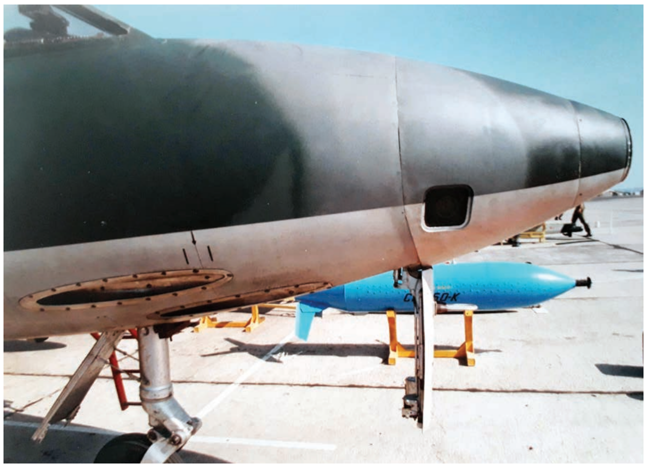

CDTE. GPO. H. HENRIQUEZ C.
SGTO 2 C. STAMULIS
CORTE AQUI
PARA RESCATE
DE EMERGENCIA
ASIENTO
EYEC.
RESCATE

Details from the front left section of Hunter F.Mk.71 No. 708 in the Aviation Group No. 8 flight line. You can see the detail of stencils in Spanish and the Group's badge used in the mid-1980s. Also is painted the pilot in charge of aircraft (Group Commander Hernán Henríquez C.) and its crew chief (Sgt. Cristo Stamulis). (Alessandro Bocca collection)

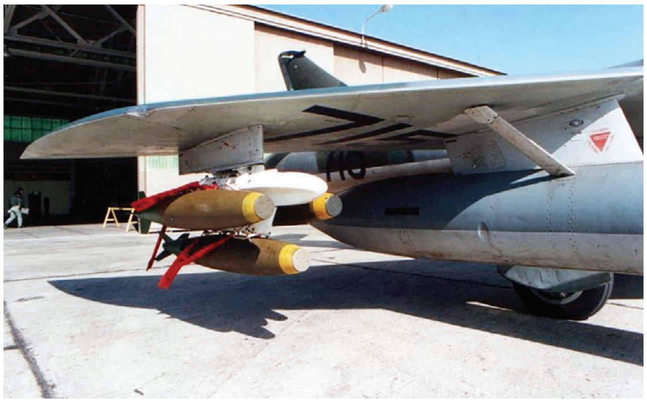
Hunter FR.Mk.71A



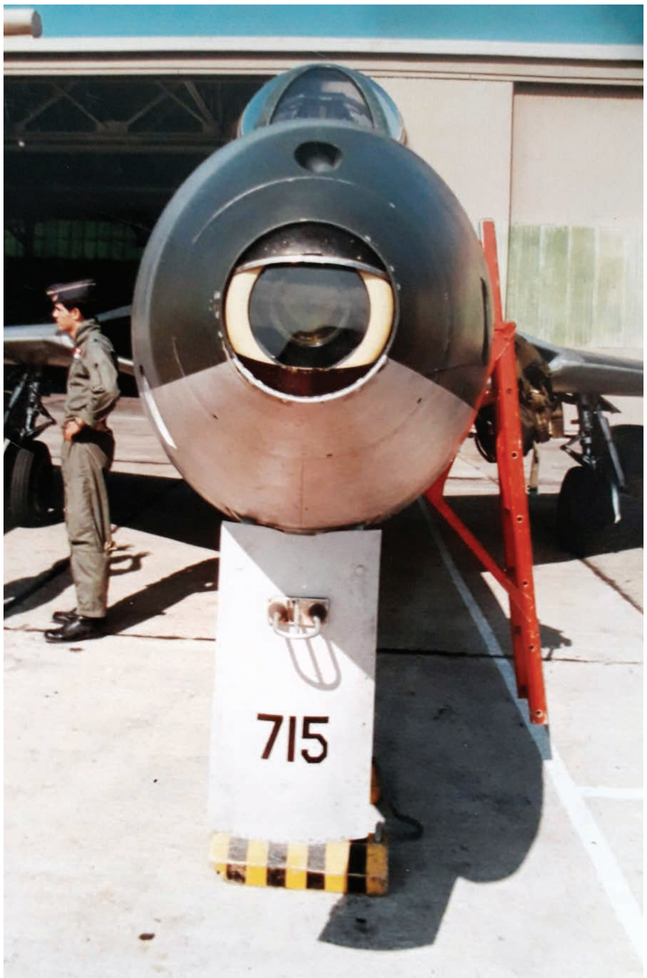
Detail from the front left section of Hunter FR.Mk.71A No. 735, operating at Los Condores Air Base in Iquique. You can see the detail of the position of the left camera, stencils and cockpit details. This aircraft along with the 734 and the T.Mk.72 No. 718 and 736 participated in the Hunters' farewell flight in Chile. (Alessandro Bocca collection)



Detail of the right front fuselage of an Hunter FR.Mk.71A from Aviation Group No. 8, where you can see the layout of the right camera, with an angular difference relative to the left camera. You can also see part of the nose landing gear and the exits of the 30 mm Aden guns. (Rino Poletti collection)

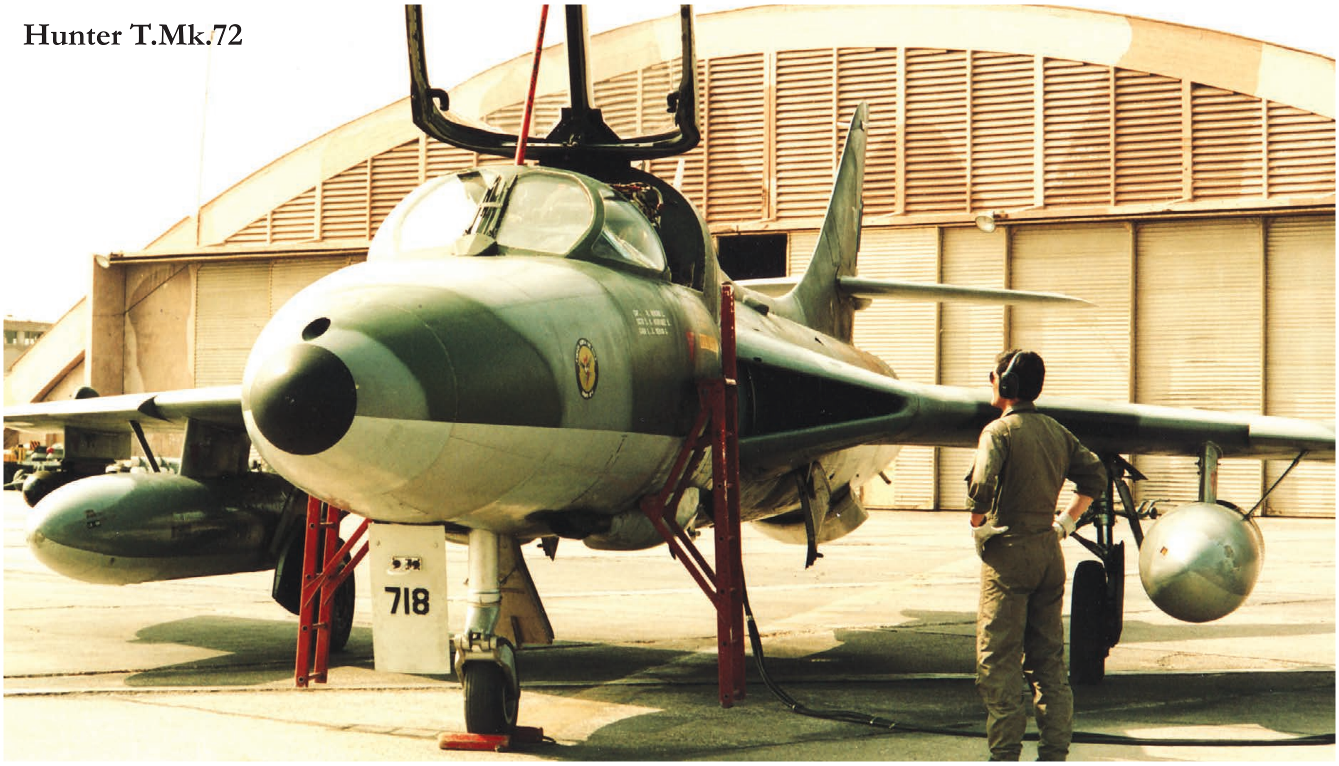


Hunter FR.Mk.71A retained all the capabilities of the F.Mk.71 model in terms of performance and had no limitations that allowed it to perform air-to-ground attack and air defense missions. Here you can see carrying a TER with three 250-pound bombs on the external pylons. (Rino Poletti collection)

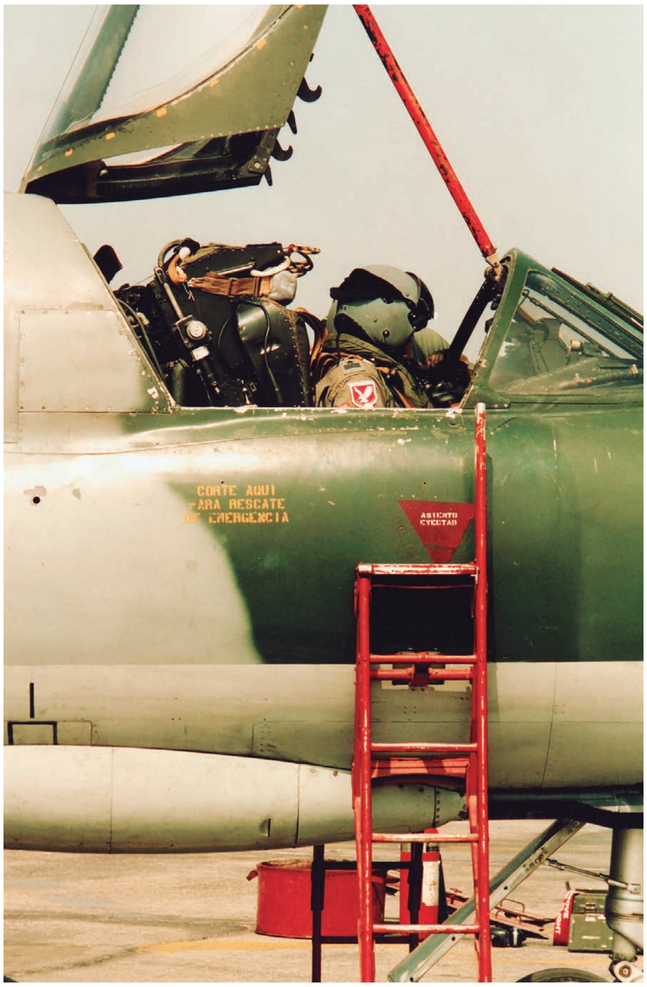


An approach to the front camera of Hunter FR.Mk.71A No. 715 with its protective tabs open. This aircraft was the last reconnaissance aircraft to be lost, crashing on February 17, 1992 and its pilot, Squadron Commander Ricardo Sepúlveda Urzúa, died. (Rino Poletti collection)

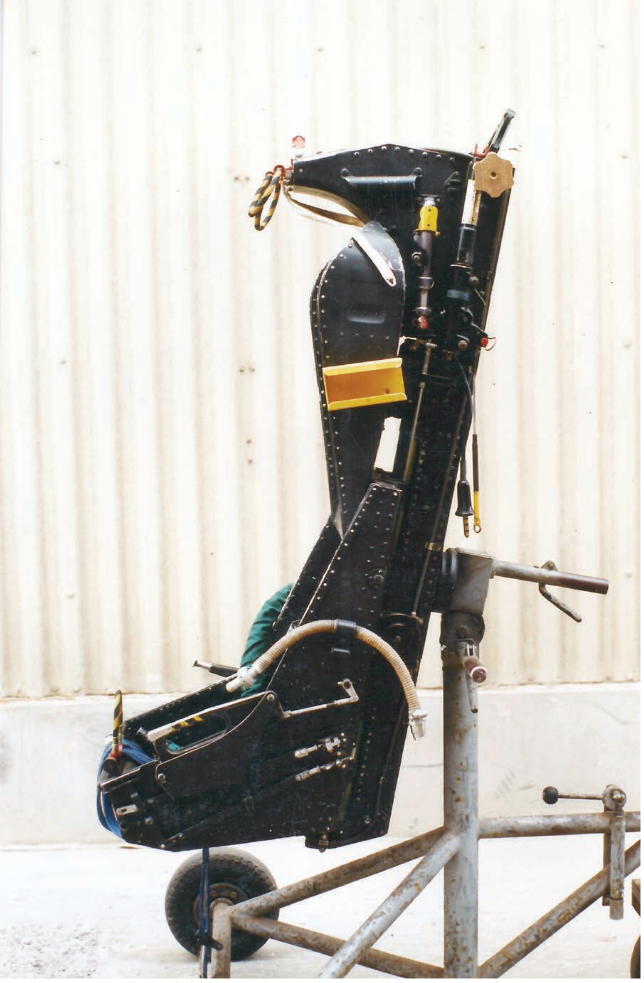
Hunter T.Mk.72



Sergeant Henríquez waits for the pilot of Hunter T.Mk.72 No. 718 of aviation group No. 8, signals to begin the procedure of the engine start and perform the visual checks before starting a new instructional mission at Cerro Moreno Air Base in the early 1990s. (Alessandro Bocca)

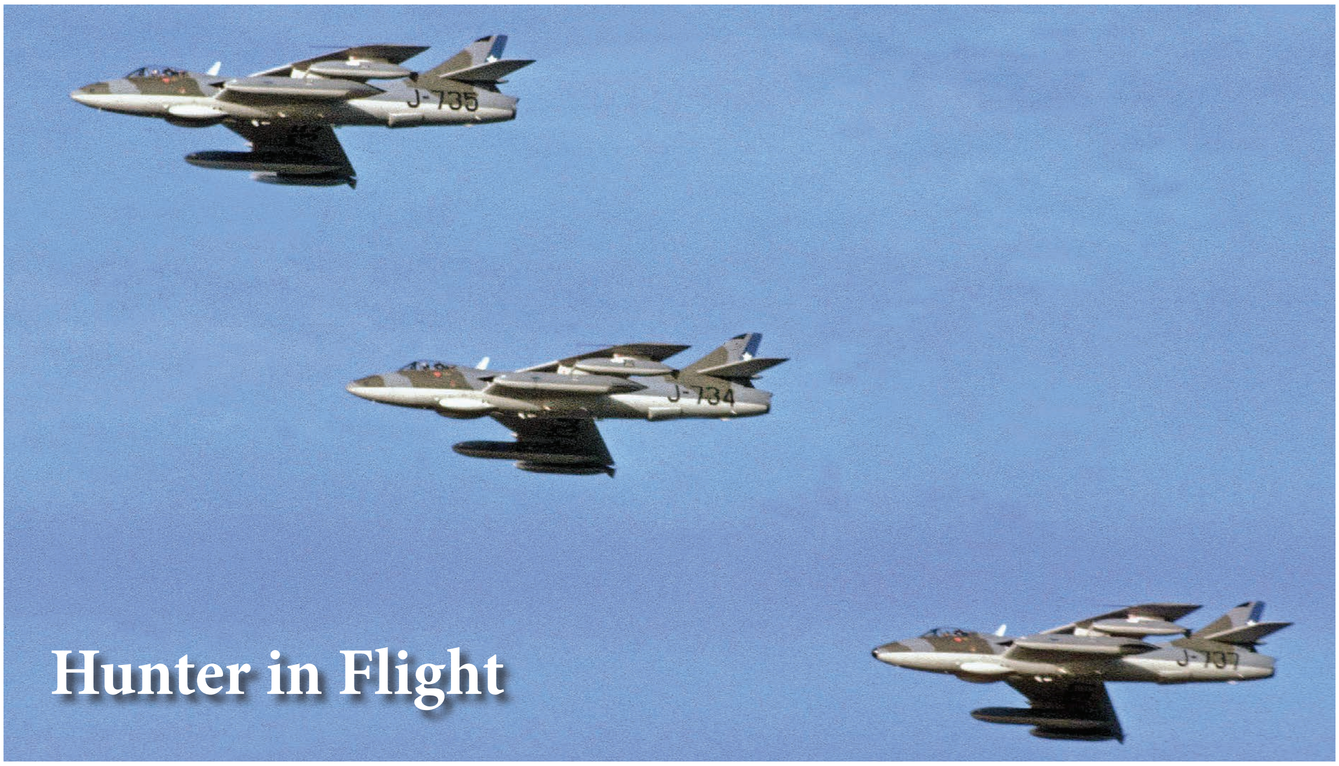


Right cockpit, where you can see details of the seat of the instructor or co-pilot, part of the nose landing gear and the right Sabrina. The Chilean Hunter T.Mk.72 and T.Mk.67 had two 30 mm Aden guns, contrary to most other trainer models that only retained the right gun. (Alessandro Bocca)

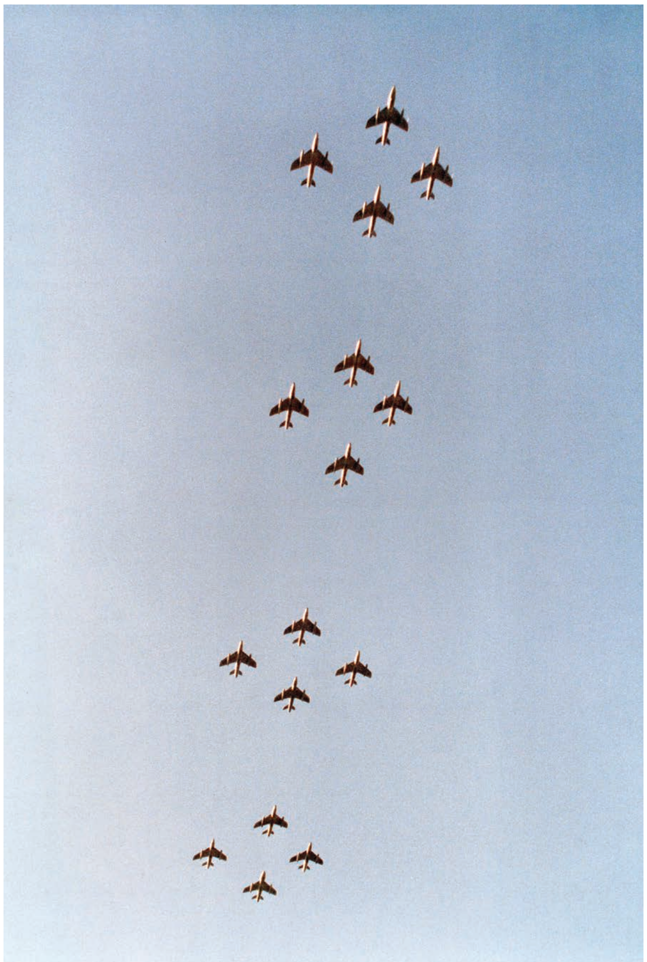


Left view of the Martin-Baker Mk.4H ejection seat used by the Chilean Hunter T.Mk.72 and T.Mk.67. This type of seat was used on a single occasion, on 14 August 1981 in Hunter J-720, where Captain Pedro Uhart and Lieutenant Luis Elorza were ejected at supersonic speed. Lieutenant Elorza died of his injuries. (Rino Poletti collection)

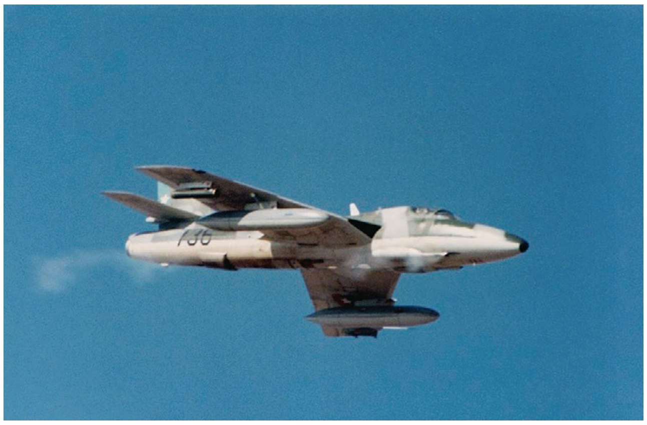
Hunter in Flight



Stunning photograph by Adrian M. Balch, taken on January 11, 1974 at RAF Lyneham Air Force Base, of the first three Hunters of Operation "Atlantes", on arrival from Dunsfold Airfield at the HSA factory. The next day they would begin a journey that would become into a global aviation milestone. (Adrian M. Balch Collection)

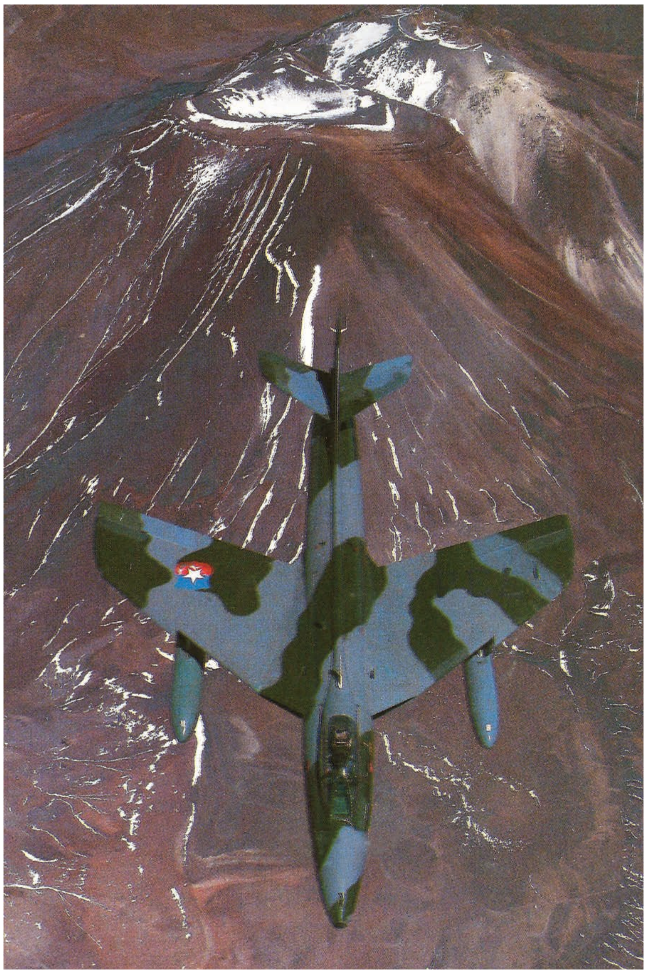


Formation of 16 Hunters at a Military Parade in the 1980s, only comparable to the formations of the late 1960s and 1970s. From 1982 the number of aircraft in flight could be partly recovered with the arrival of the FGA.Mk.9 and the end of the blockade by England. (Via Carlos Bertens)



Hunter T.Mk.72 No. 736 from Aviation Group No. 8 performs a cannon pass at the Cerro Moreno Air Base shooting range. The plane previously dropped the practice bombs and rockets. The pod was designed and manufactured by Chilean engineers and technicians. (Via Lionel Zepeda)

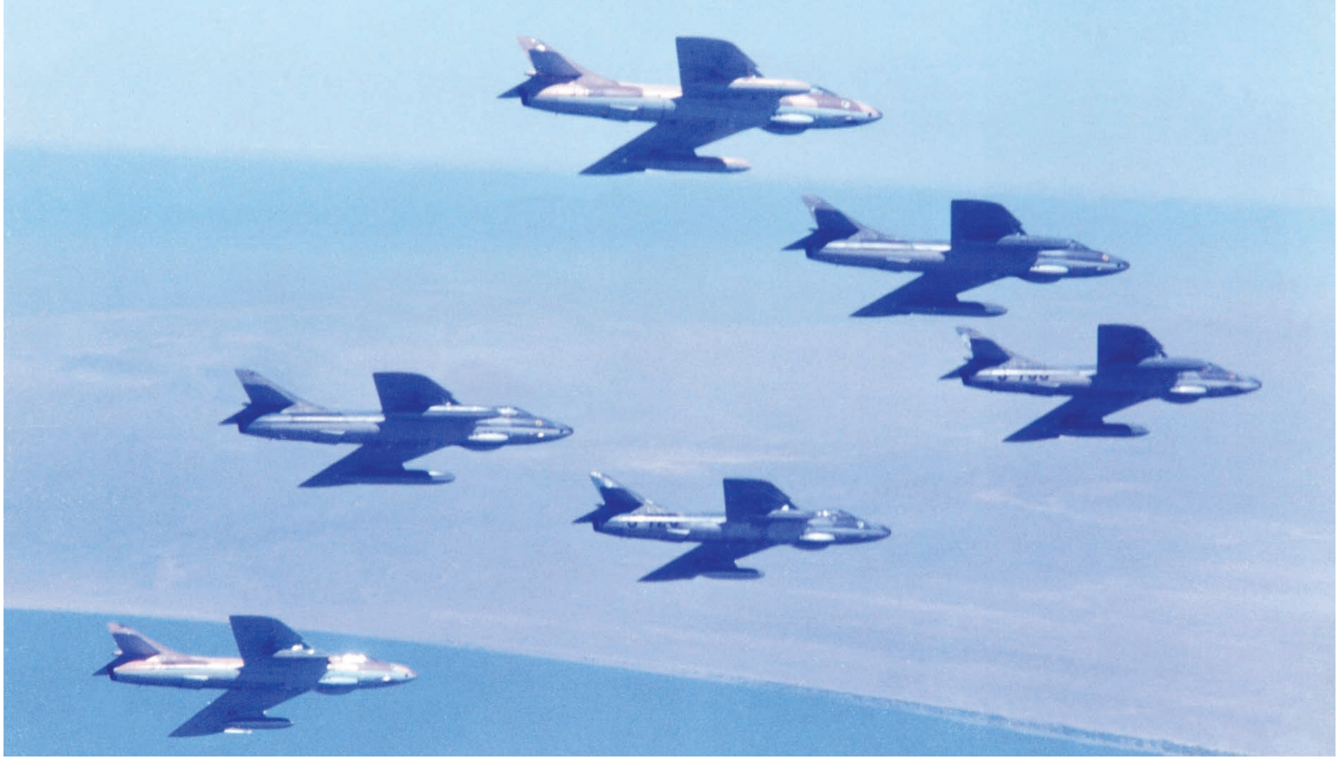
Hunter F.Mk.71 No. 702 from Aviation Group No. 8 performs a verification pass before starting its air-to-ground shooting practice at the Cerro Moreno Air Base shooting range. The aircraft already has its "Águila" configuration, as the date is in the mid-1980s. (Via Lionel Zepeda)



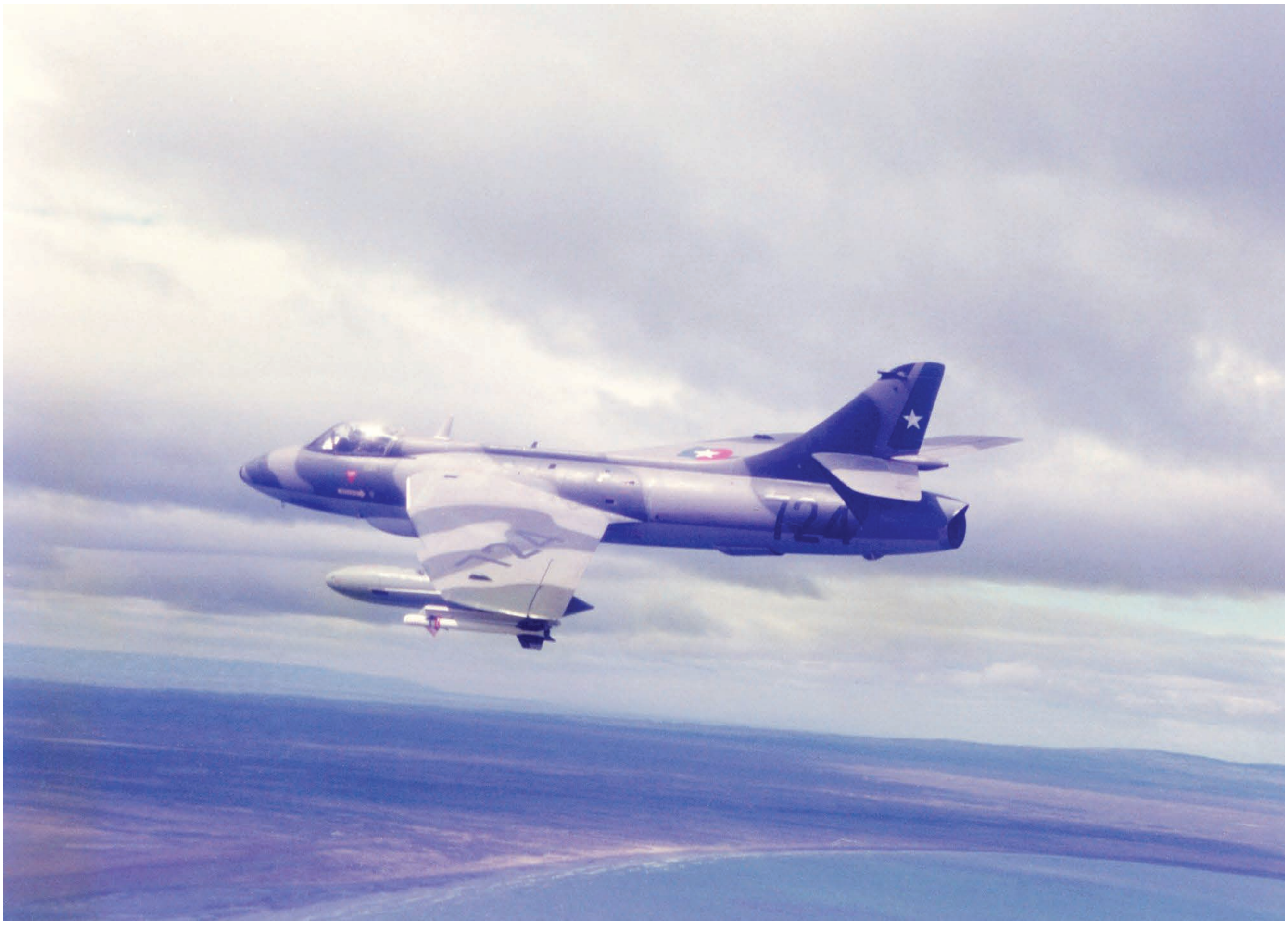
A beautiful in-flight photograph of hunter FR.Mk71A No. 734 on one of the volcano of Northern Chile. This aircraft participated in the first phase of Operation "Atlantes" in January 1974. The aircraft has already received changes to the Eagle program, evidenced by its antennas. (Rino Poletti collection)

Hunter F.Mk.71 No. 703 conducts an inverted flight demonstration during its presentation at the International Air Fair (FIDA) 1986, at El Bosque Air Base, after receiving modifications from the Eagle Program in the Maintenance Wing, which would later be renamed ENAER. (Chilean Aeronautics Museum collection)

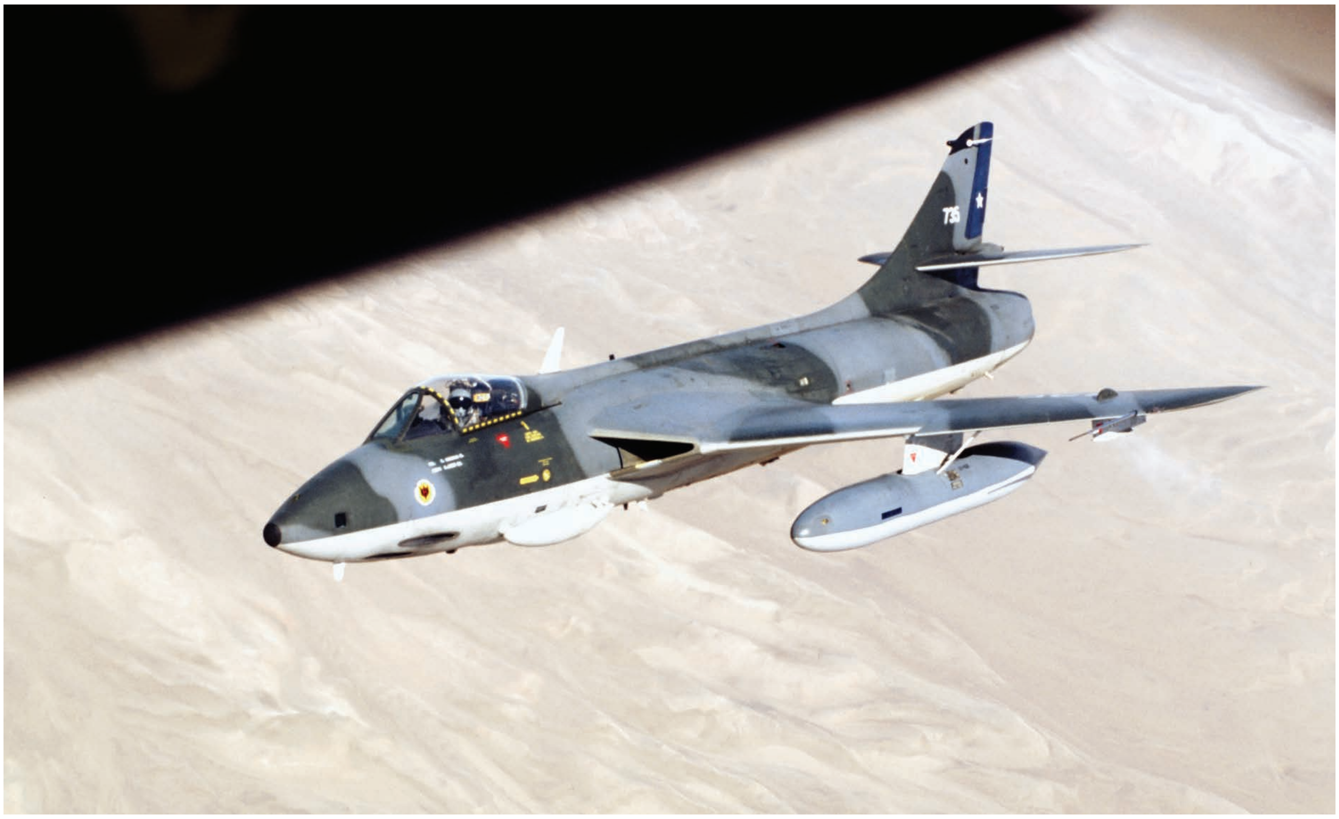
In-flight photograph taken in formation by one of its pilots. Hunter FR-Mk.71A No. 715 can be distinguished with its "Eagle" configuration. This would be the penultimate aircraft of the first batch to be lost, crashing on 7 February 1992 and Commander Ricardo Sepúlveda U. lost his life. (Alessandro Bocca collection)



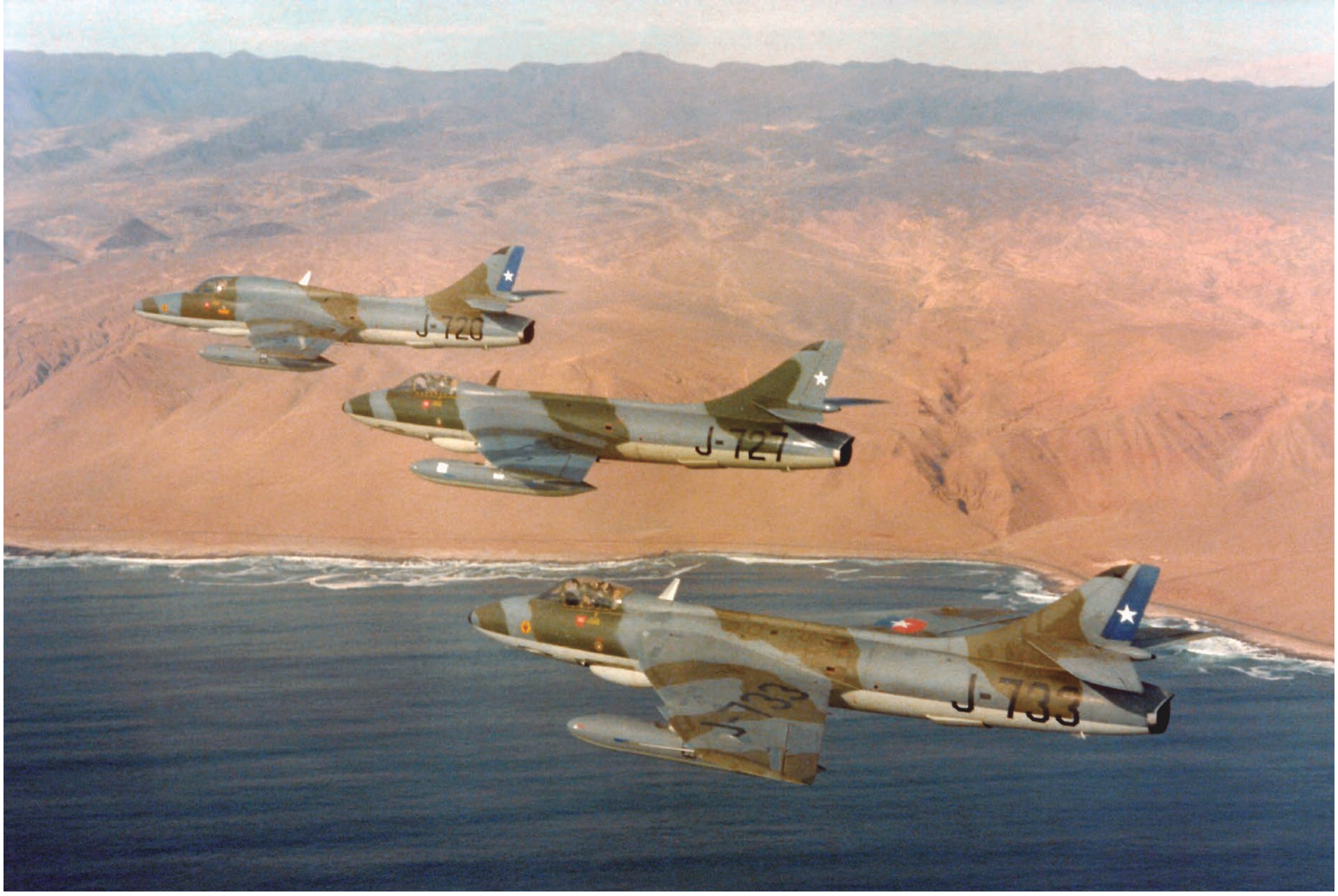
Unusual air formation in the late 1970s that brings together aircraft from Aviation Group No. 8 and No. 9, whose aircraft use different camouflage schemes and four aircraft correspond to the FR.Mk.71A model. (Via Carlos Bertens)



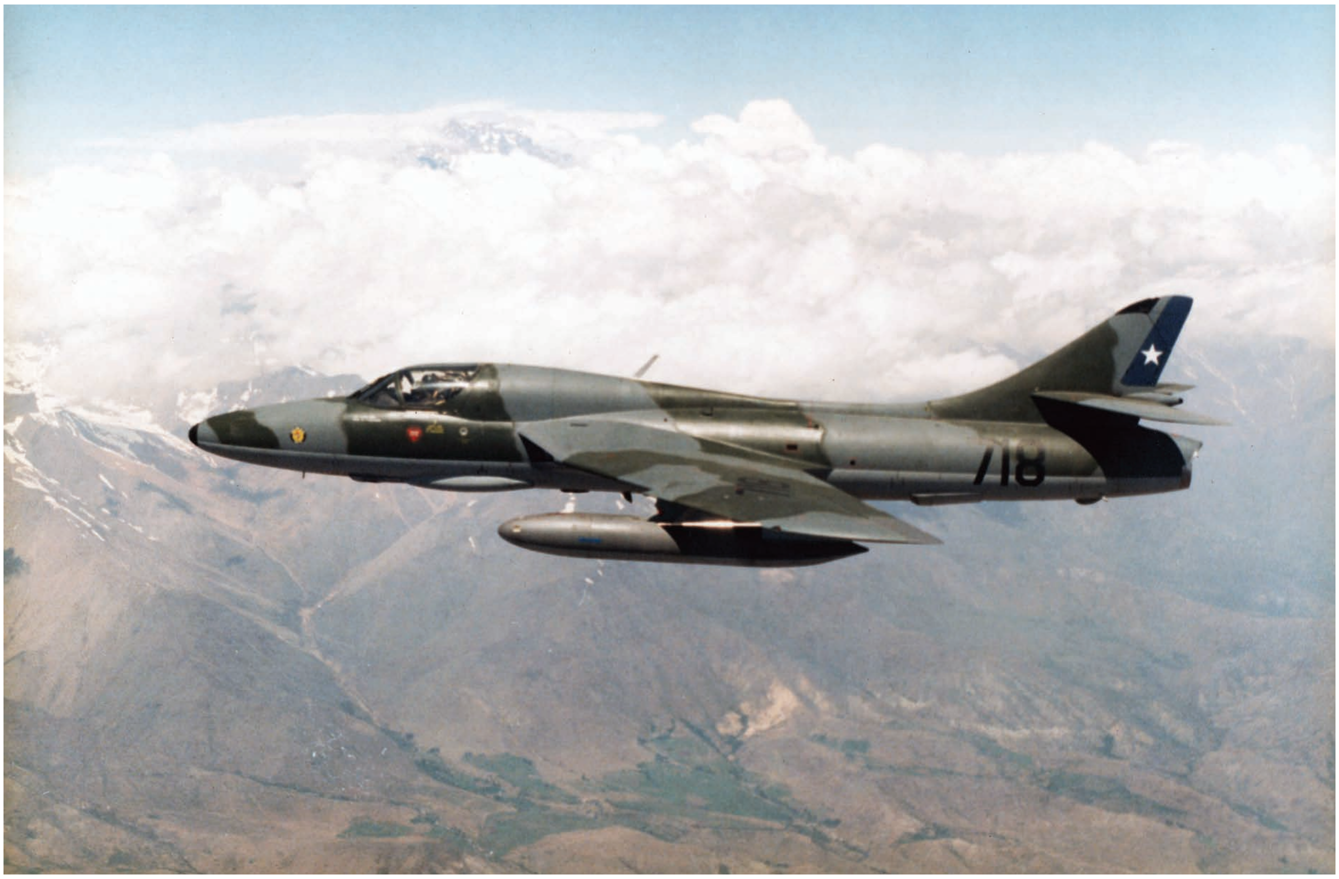
In-flight photograph of Hunter F.Mk.71 No. 724, demonstrator for the launch of Rafael Shafrir II missiles, flying in the Southern region in the mid-1980s, before firing his two missiles. (Alessandro Bocca collection)



In-flight photograph of Hunter FR.Mk.71A No. 735, taken from a tanker during Condor II exercises in November 1994 with F-16A aircraft from the Puerto Rico National Air Guard. This would be Hunter's last exercise before its operational retirement. (Alessandro Bocca collection)

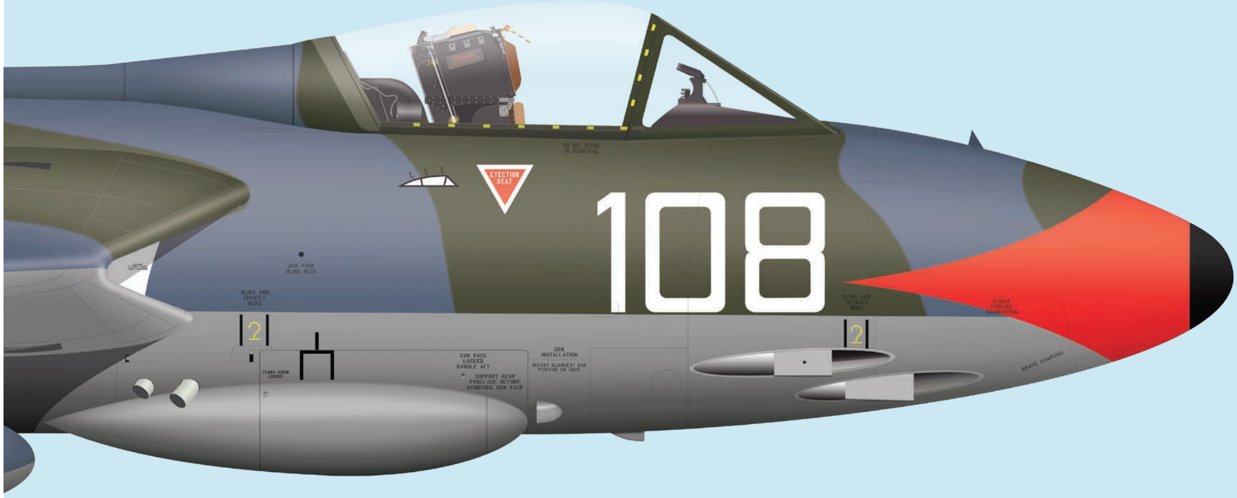


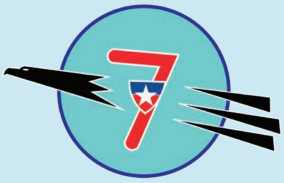
Formation of Hunter aircraft from Aviation Group No. 8 in the late 1970s. They use the emblem inherited from B-26 bombers. The Hunter J-727 differs by not using the emblem, black communications antenna and unpainted rudder. (Patrick Laureau)

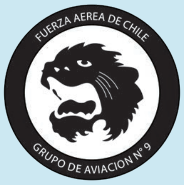


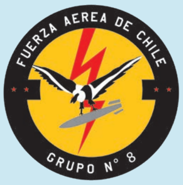
The first and last Hunter to fly in Chile. Highlights of the operational life of this trainer T.Mk.72, by becoming the first Hunter to take to the Chilean skies on 30 November 1967 and participate in the farewell flight on 19 April 1994. (Via Carlos Bertens)

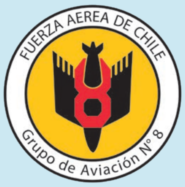
Hunters from Belgium, Netherlands and Chile in Colors

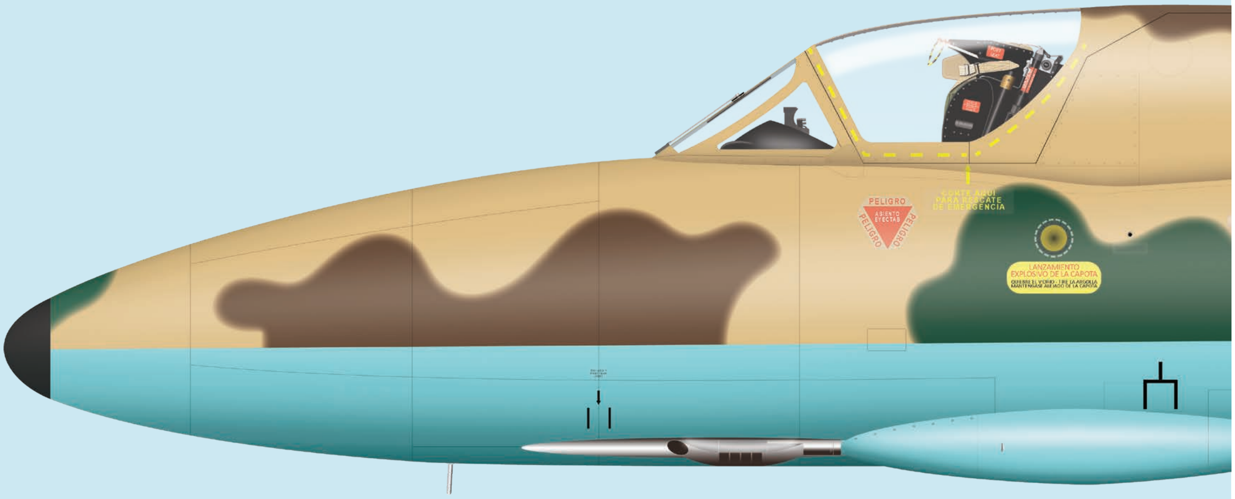

EJECTION SEAT
108




FUERZA AEREA DE CHILE
GRUPO DE AVIACION N° 9

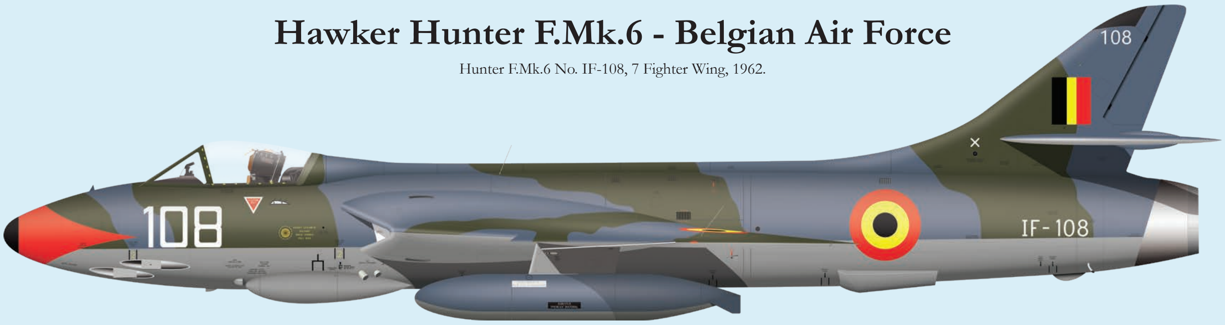

FUERZA AEREA DE CHILE
GRUPO N° 8


FUERZA AEREA DE CHILE
8
Grupo de Aviación N° 8


PELIGRO
PELIGRO
PELIGRO
CORTE AQUI PARA RESCATE DE EMERGENCIA
LANZAMIENTO EXPLOSIVO DE LA CAPOTA

Hawker Hunter F.Mk.6 - Belgian Air Force

Hunter F.Mk.6 No. IF-108, 7 Fighter Wing, 1962.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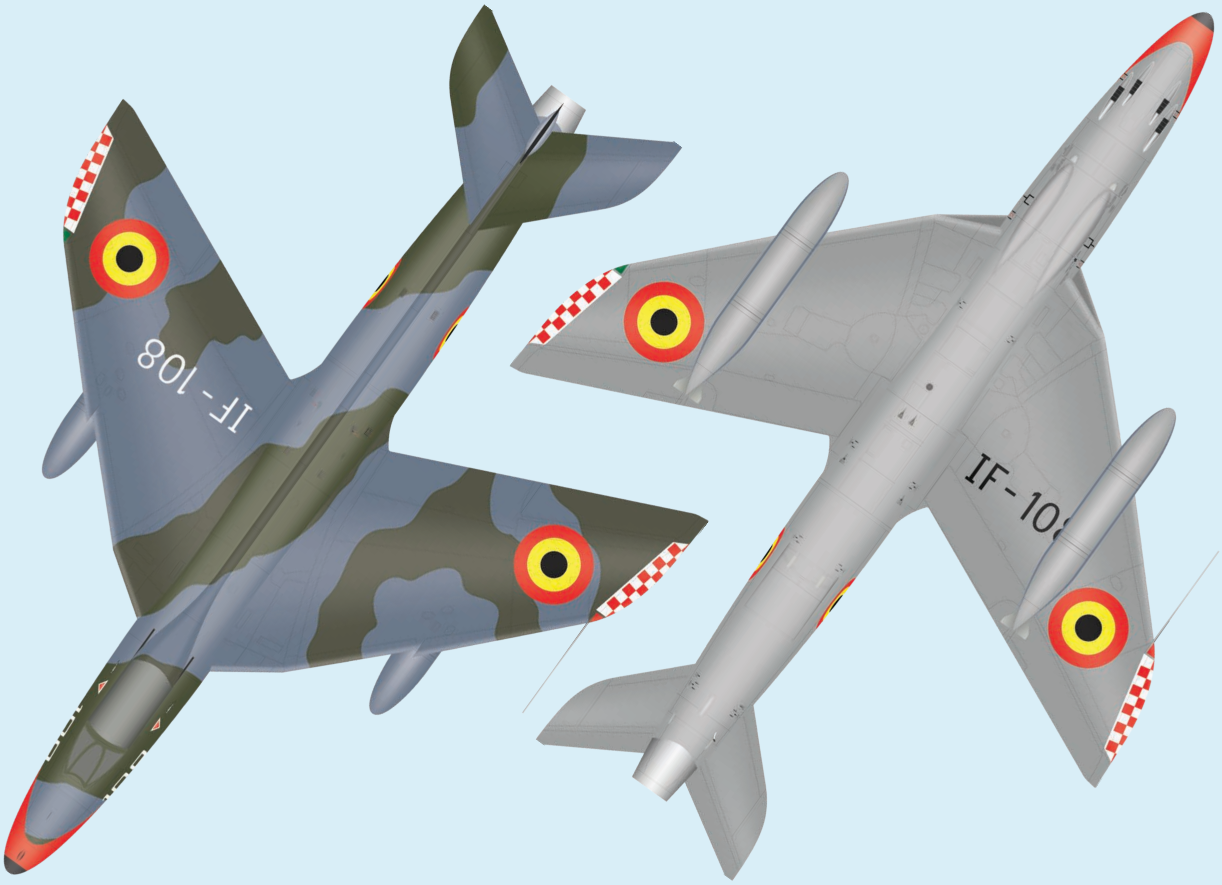
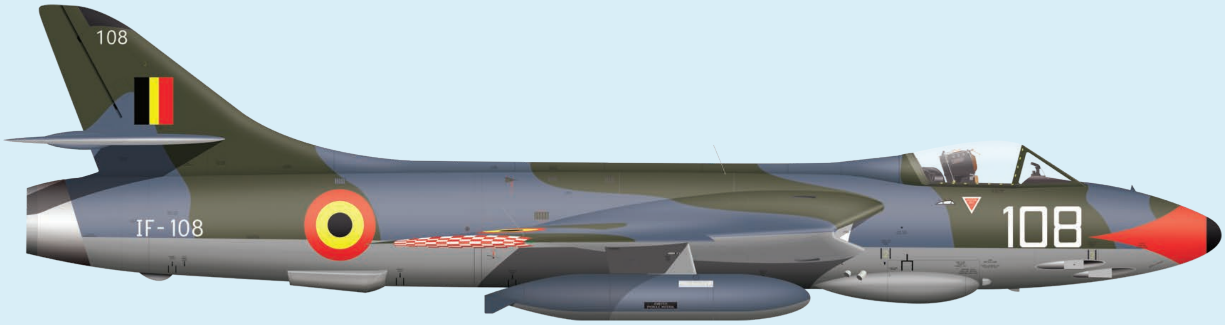
IF-108


IF-108
IF-108

Federal Standard 595C		
Grey **36152**	Dark Green **34096**	Light Grey **36440**

British Standard		
Dark Sea Grey **BS381C 638**	Dark Green **BS381C 241**	Light Gull Grey **183 (129)**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IF-108
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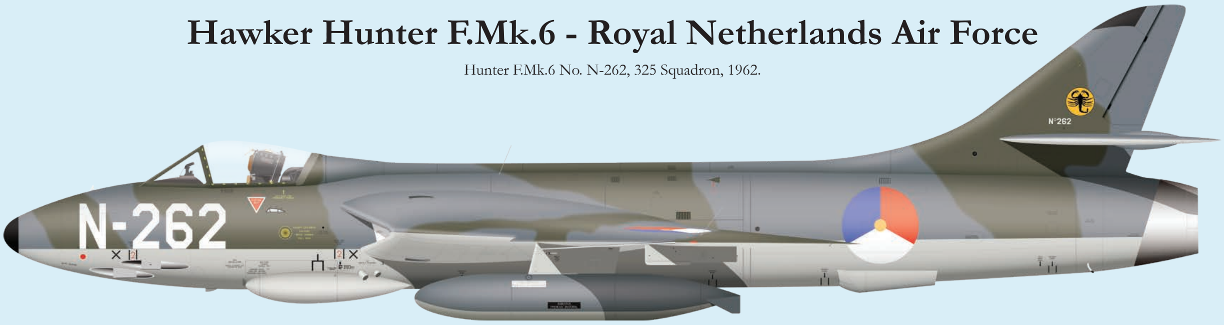
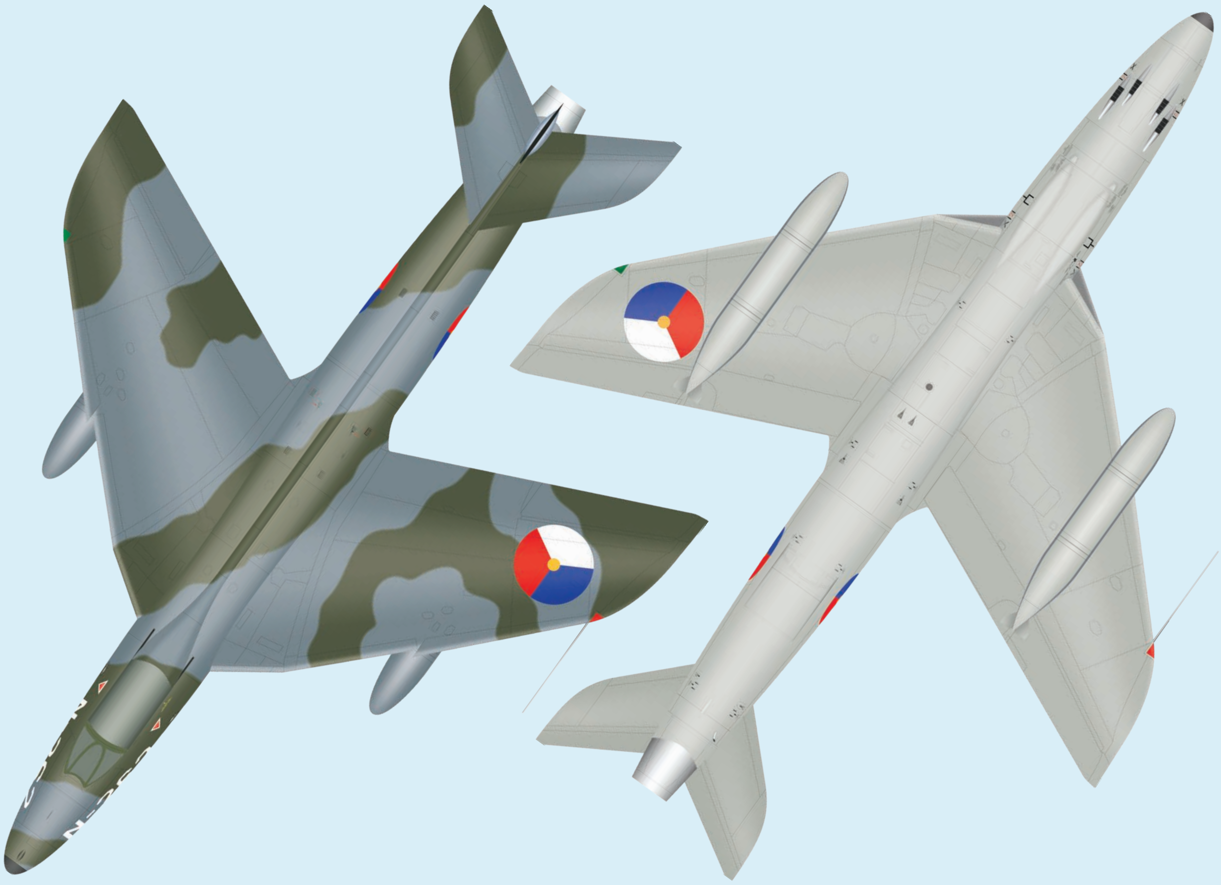
Hawker Hunter F.Mk.6 - Royal Netherlands Air Force

Hunter F.Mk.6 No. N-262, 325 Squadron, 1962.





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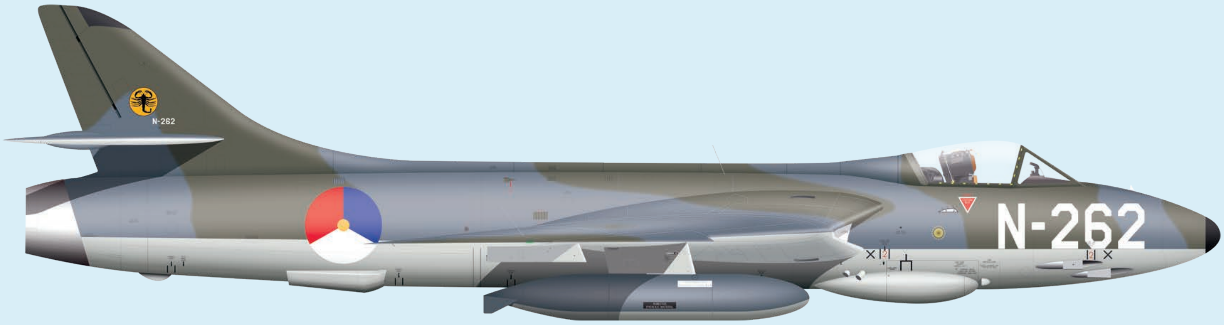
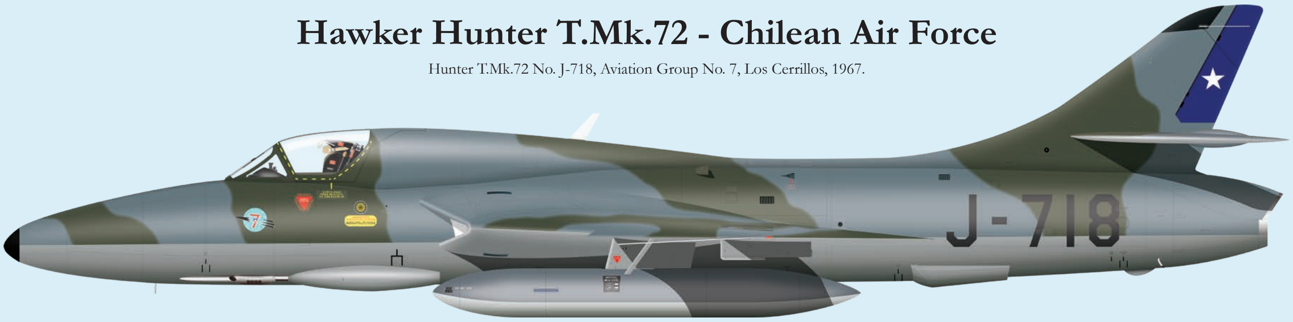
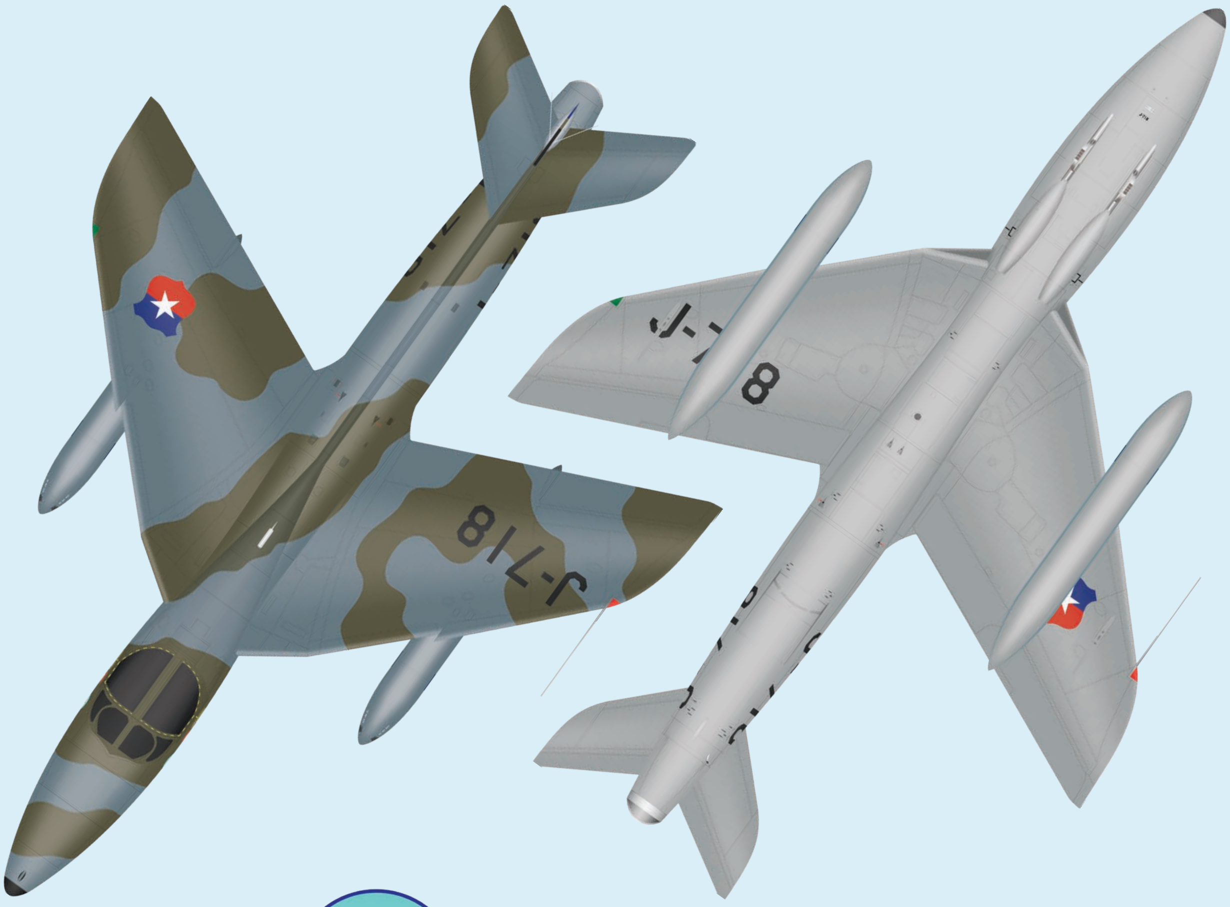
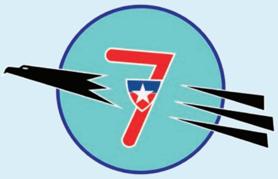


Hawker Hunter T.Mk.72 - Chilean Air Force

Hunter T.Mk.72 No. J-718, Aviation Group No. 7, Los Cerrillos, 1967.







Federal Standard 595C		
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British Standard		
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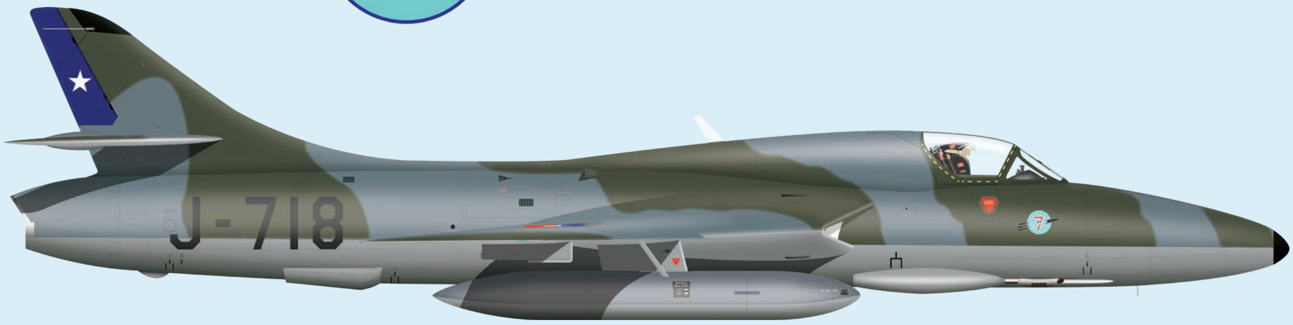
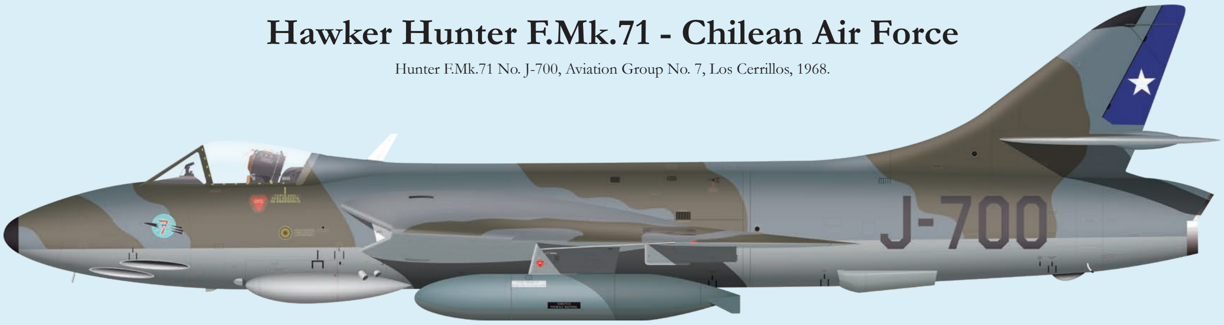
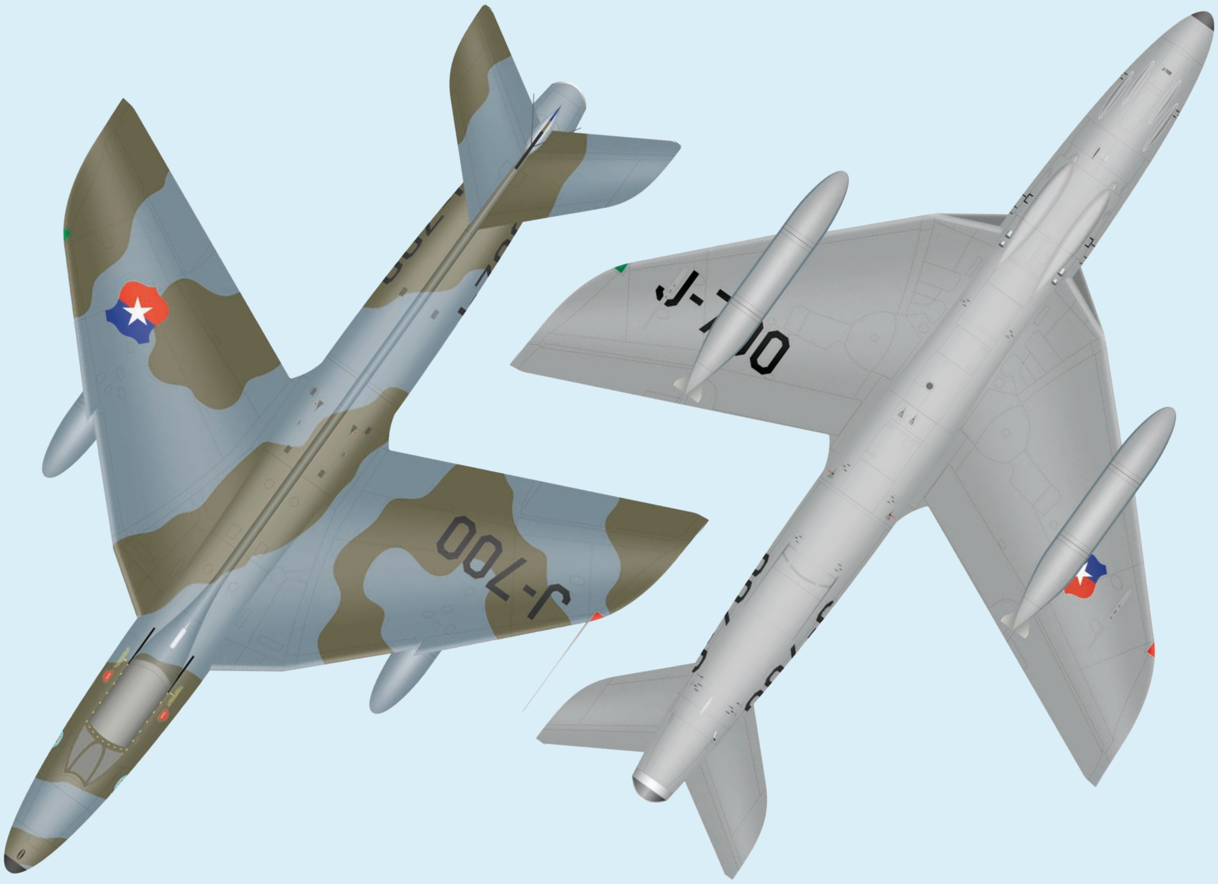


Hawker Hunter F.Mk.71 - Chilean Air Force

Hunter F.Mk.71 No. J-700, Aviation Group No. 7, Los Cerrillos, 1968.





Federal Standard 595C		
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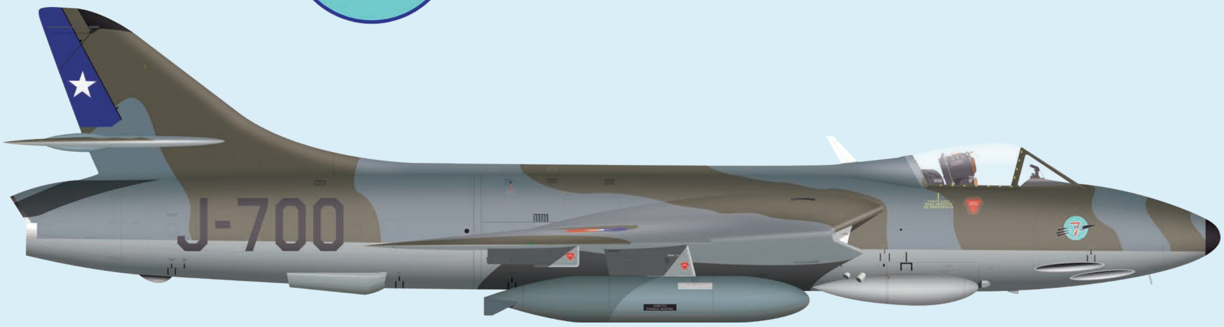
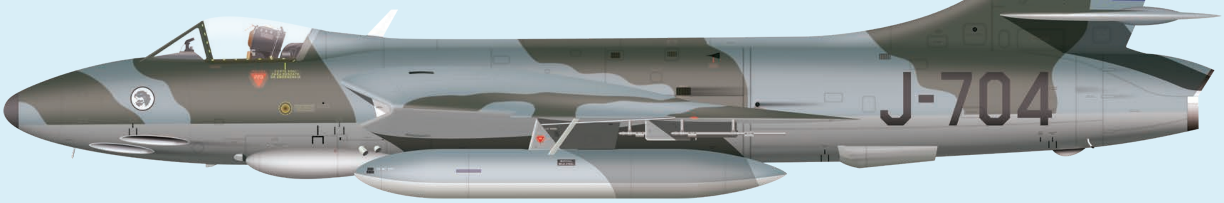
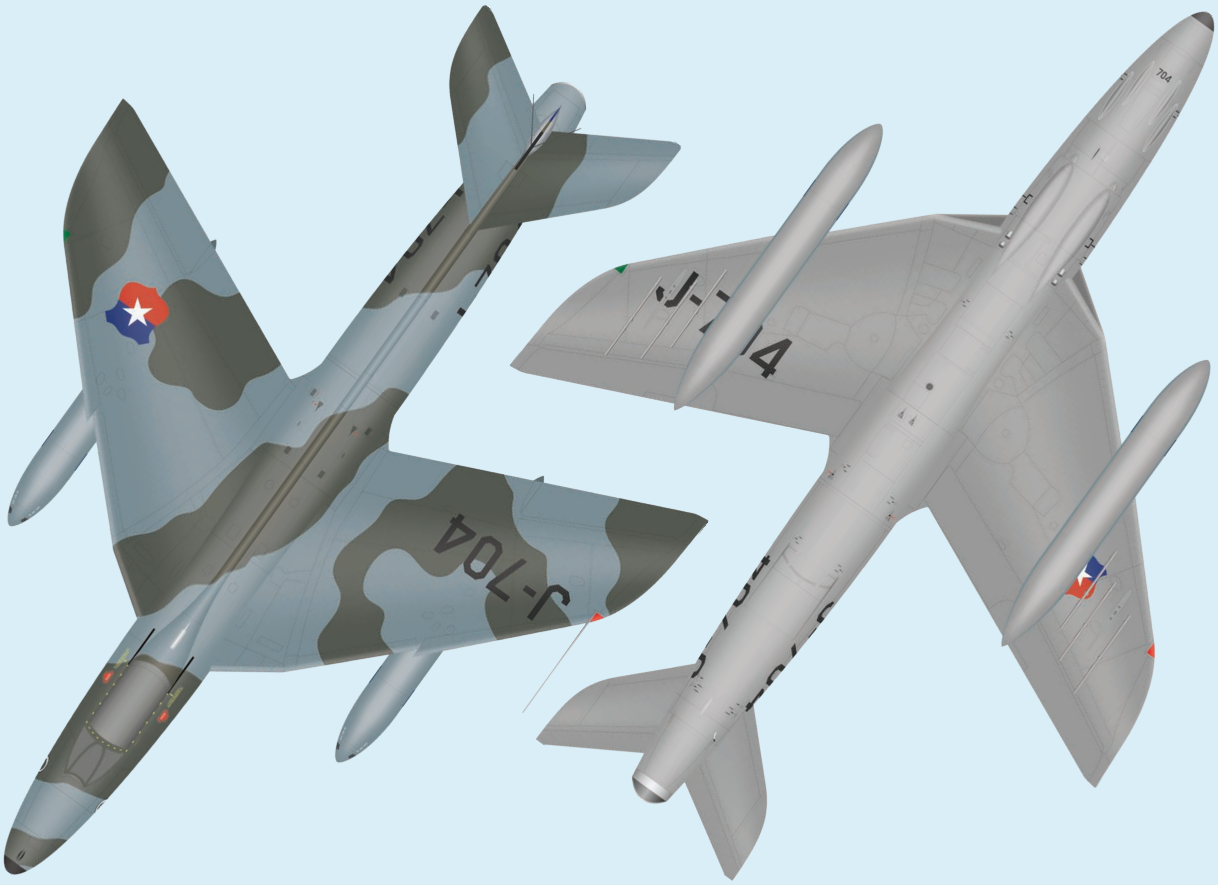
British Standard		
Dark Sea Grey BS381C 638	Dark Green BS381C 241	Light Gull Grey 183 (129)



Hawker Hunter F.Mk.71 - Chilean Air Force

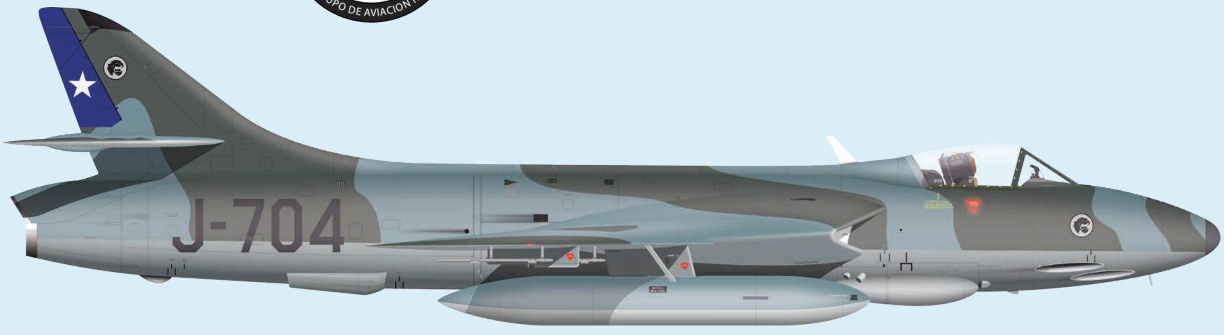
Hunter F.Mk.71 No. J-704, Aviation Group No. 9, Puerto Montt, 1972





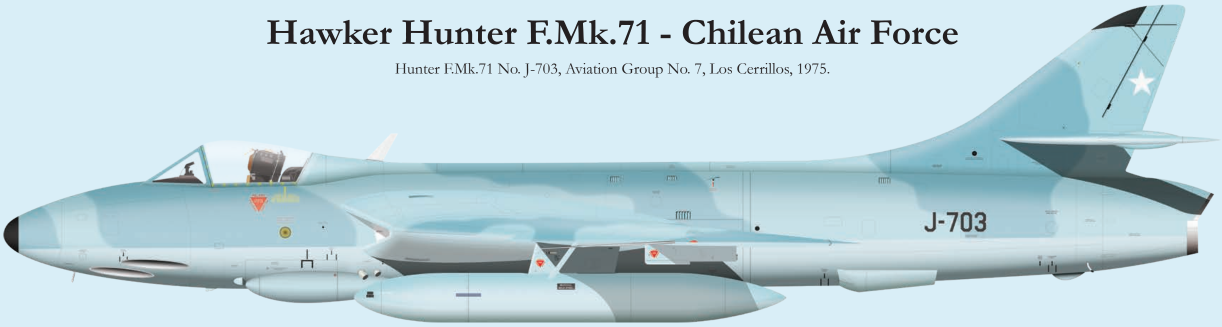
FUERZA AEREA DE CHILE
GRUPO DE AVIACION N° 9

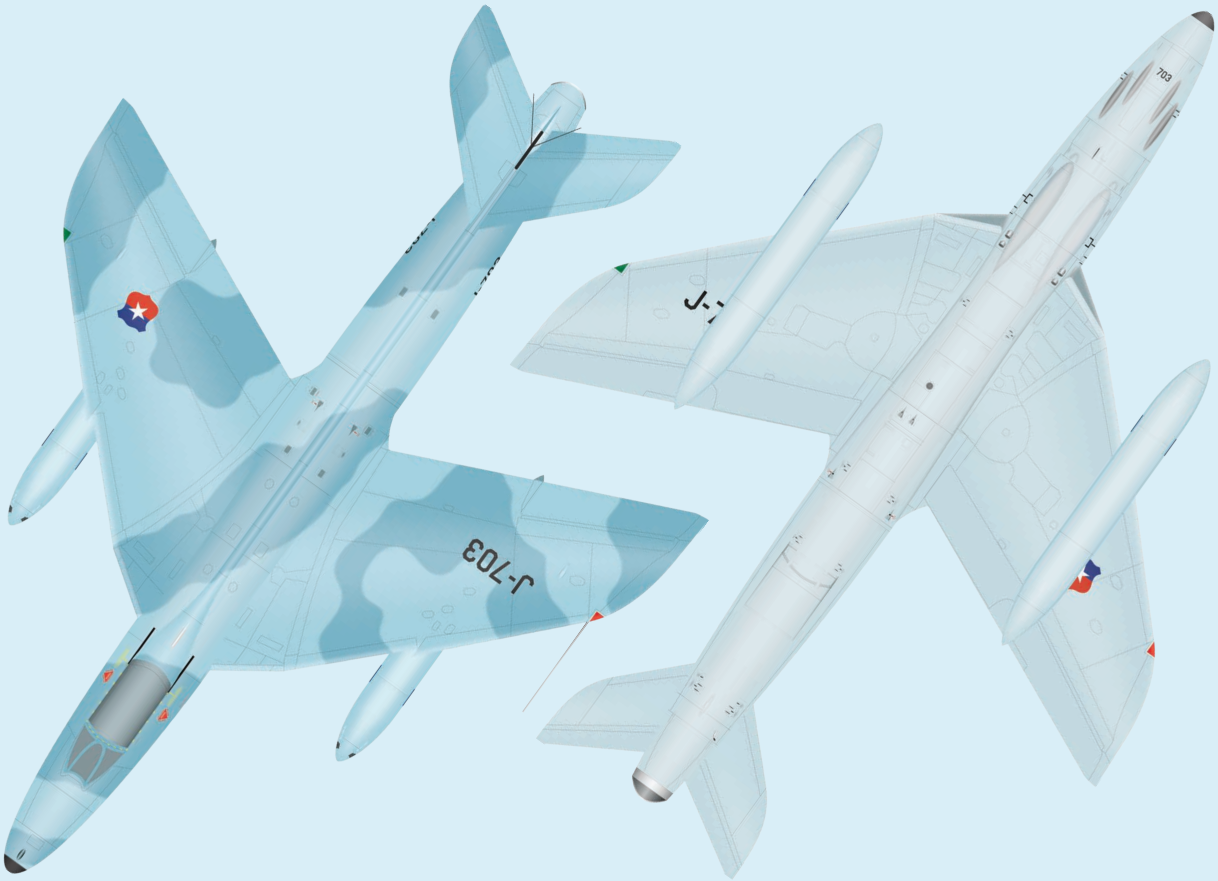
Federal Standard 595C			British Standard		
Grey **36152**	Dark Green **34096**	Light Grey **36440**	Dark Sea Grey **BS381C** **638**	Dark Green **BS381C 241**	Light Gull Grey **183 (129)**



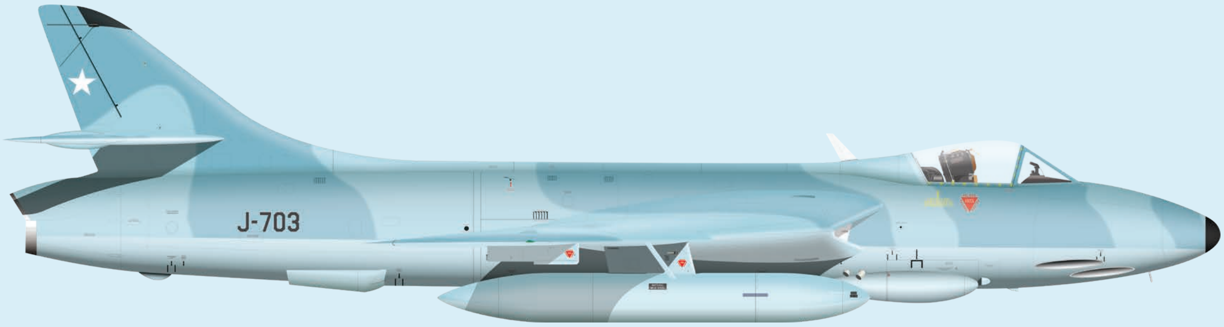
Hawker Hunter F.Mk.71 - Chilean Air Force

Hunter F.Mk.71 No. J-703, Aviation Group No. 7, Los Cerrillos, 1975.



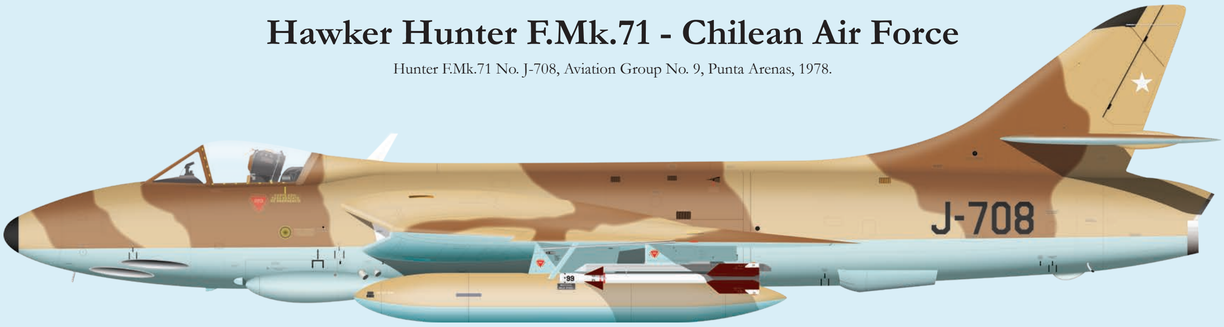


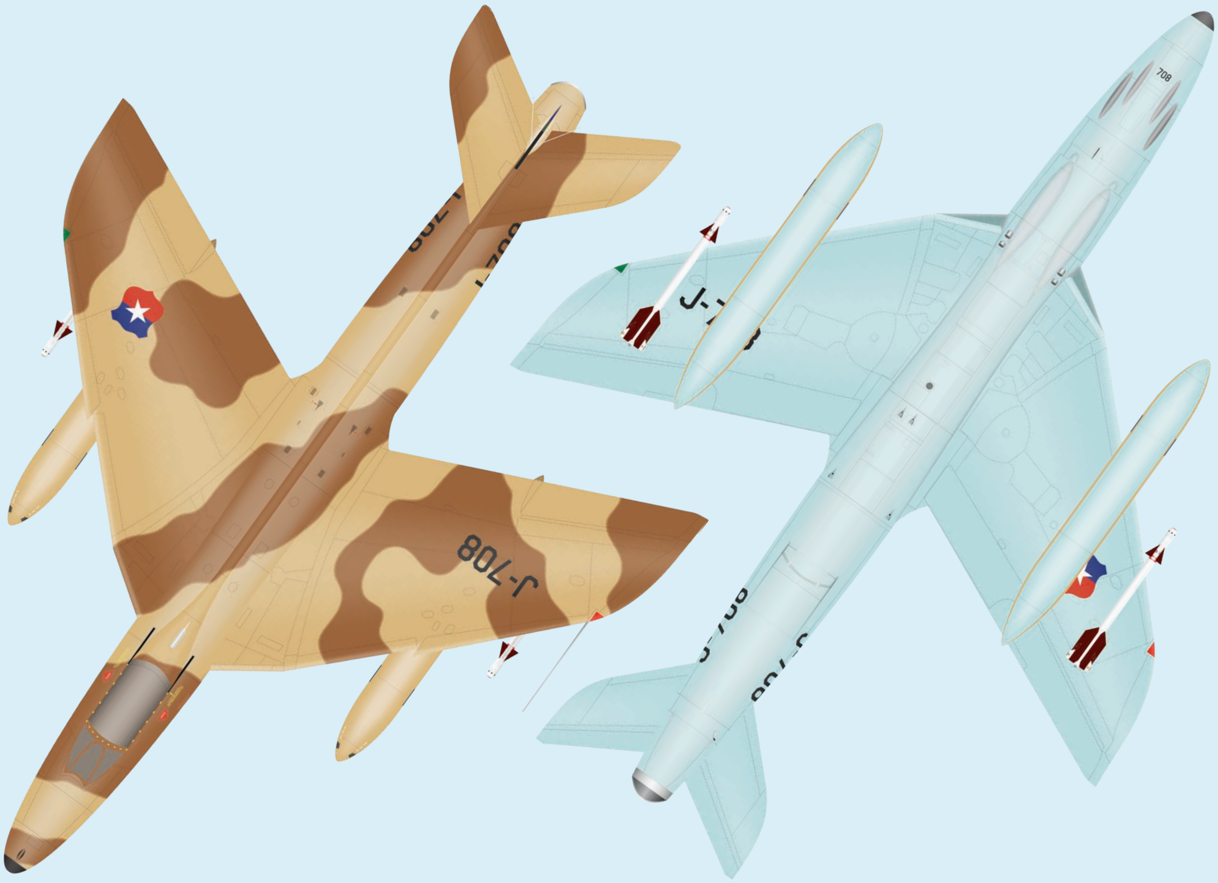
Federal Standard		
Sky Blue **35550**	Light Blue Sky **35526**	Light Blue **25550**



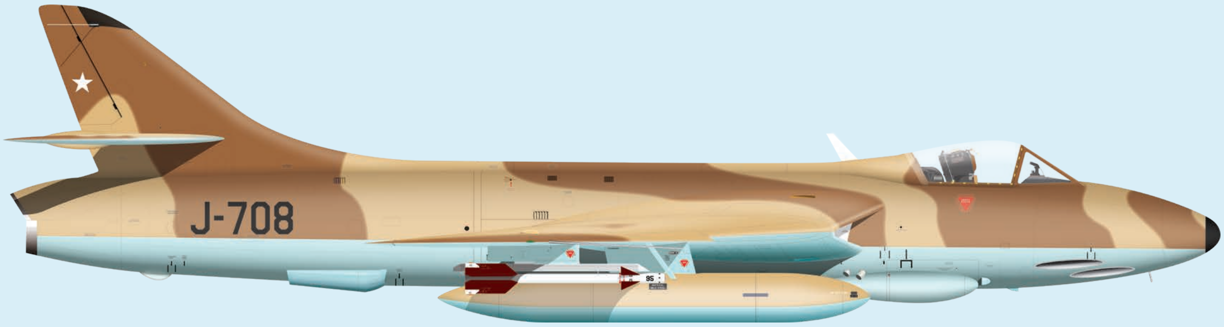
Hawker Hunter F.Mk.71 - Chilean Air Force

Hunter F.Mk.71 No. J-708, Aviation Group No. 9, Punta Arenas, 1978.



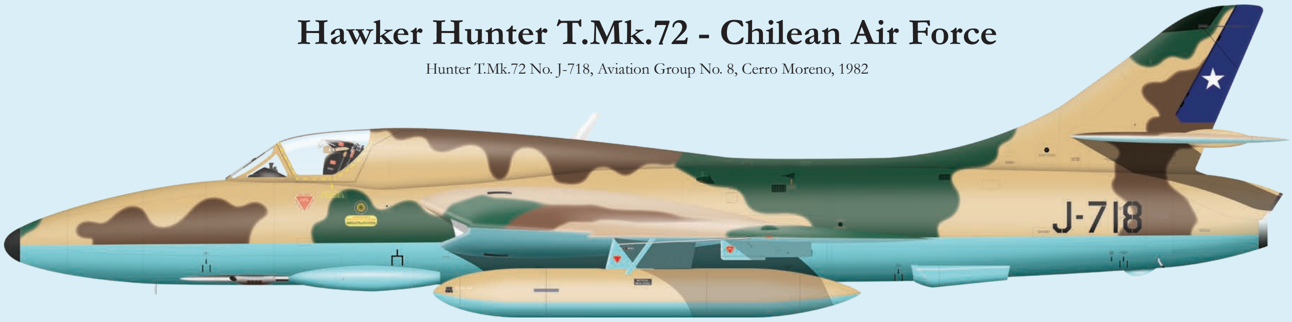


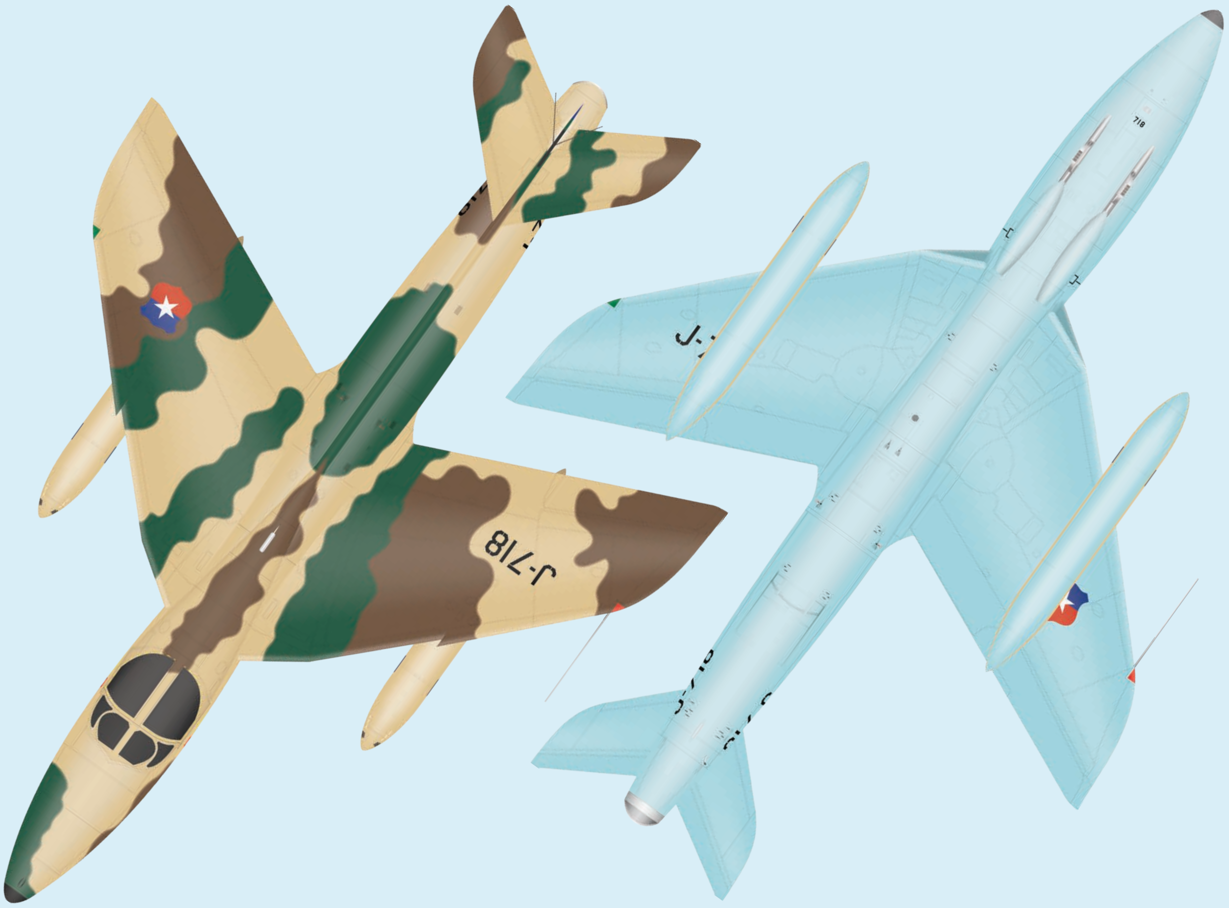
Federal Standard 595C		
Light Earth Brown **33434**	Light Brown **30140**	Sky Blue **35466**



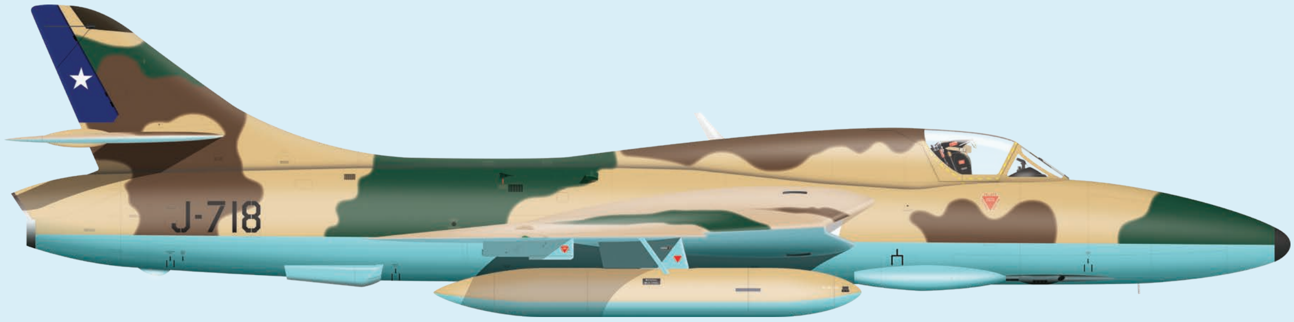
Hawker Hunter T.Mk.72 - Chilean Air Force

Hunter T.Mk.72 No. J-718, Aviation Group No. 8, Cerro Moreno, 1982



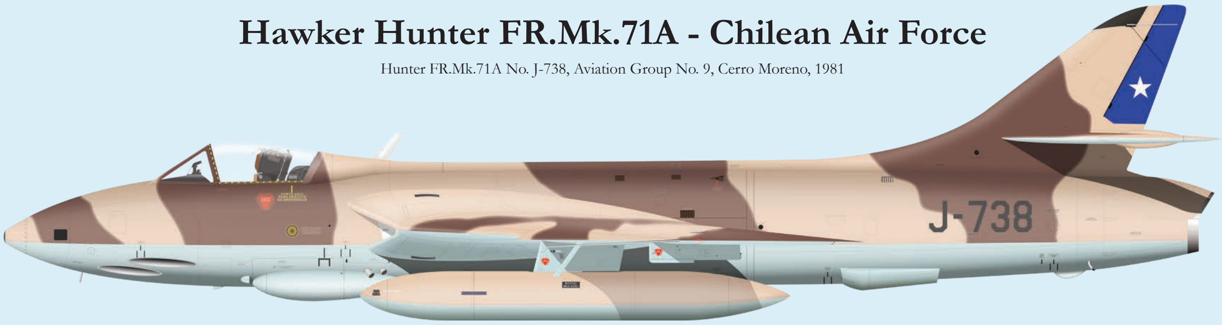


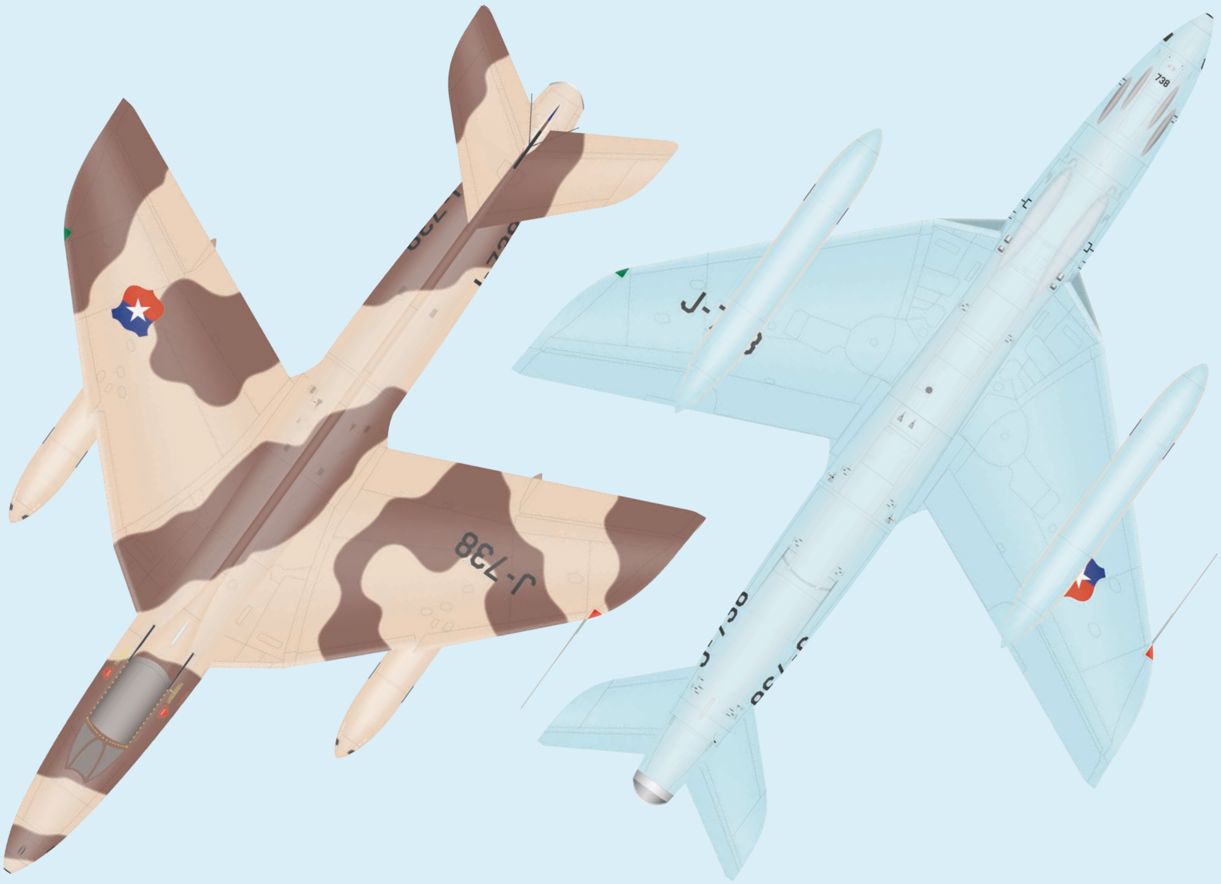
Federal Standard 595C			
Desert Sand	Earth Brown	Medium Green	Sky Blue
32648	**30117**	**34108**	**35466**



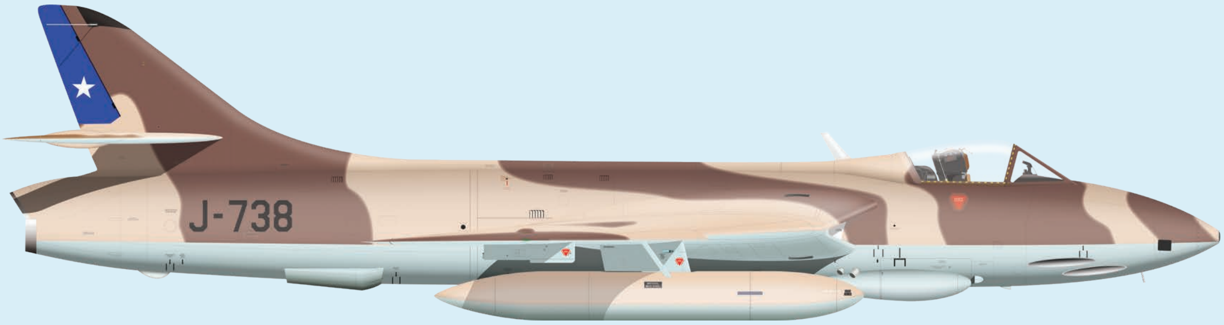
Hawker Hunter FR.Mk.71A - Chilean Air Force

Hunter FR.Mk.71A No. J-738, Aviation Group No. 9, Cerro Moreno, 1981



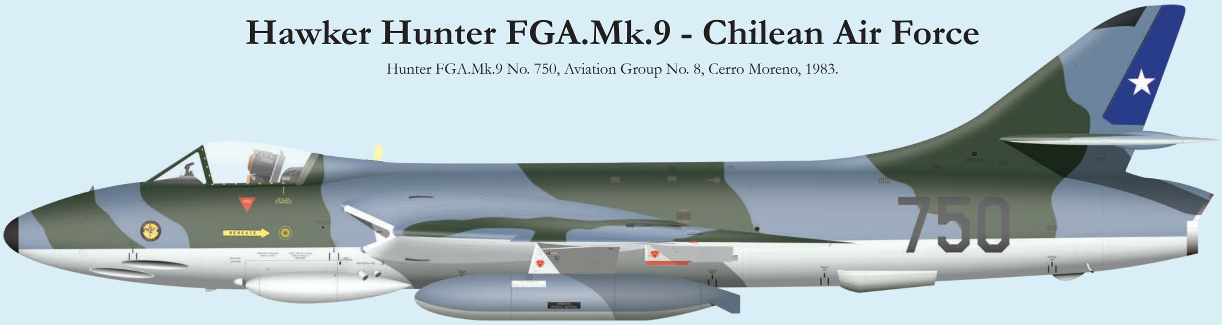


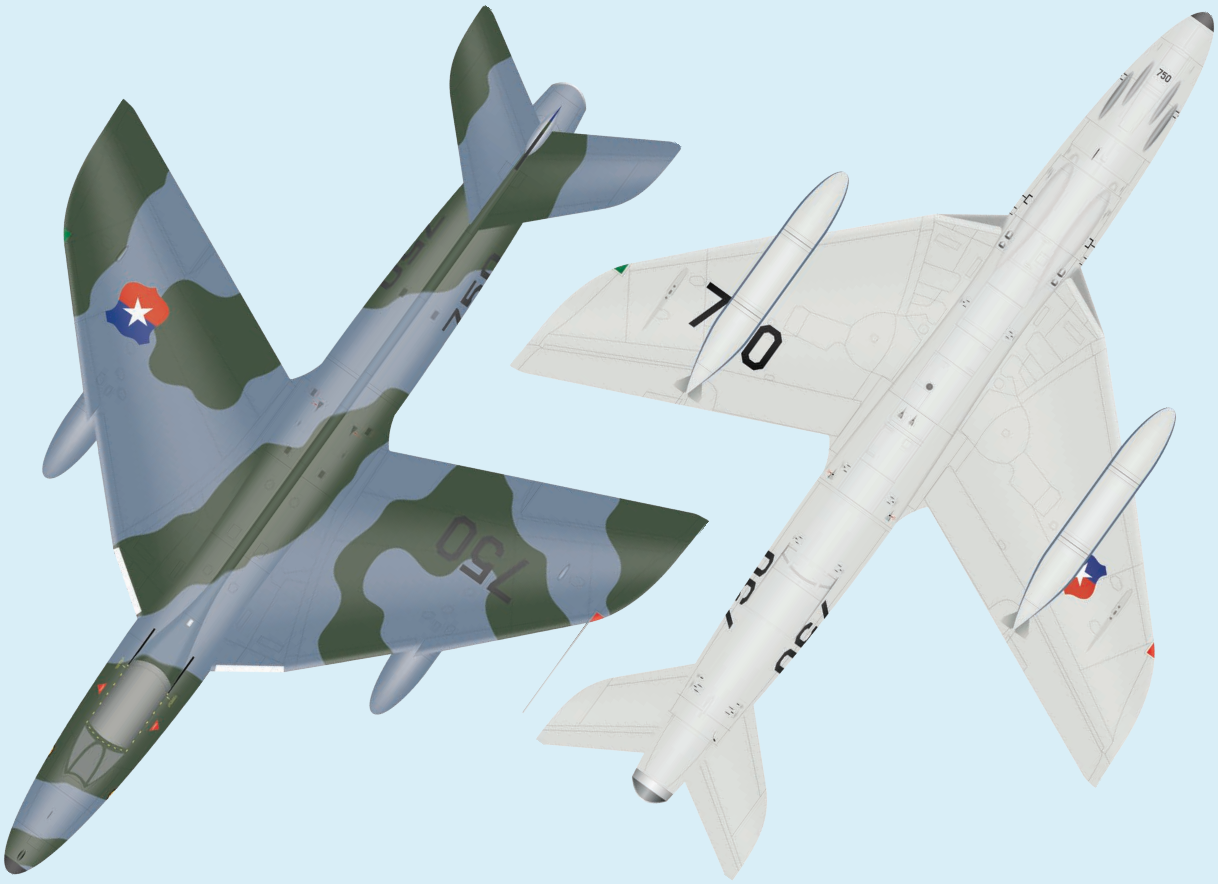
Federal Standard 595C		
Desert Sand **32648**	Tan Yellow **33245**	Light Sky Blue **35550**



Hawker Hunter FGA.Mk.9 - Chilean Air Force

Hunter FGA.Mk.9 No. 750, Aviation Group No. 8, Cerro Moreno, 1983.

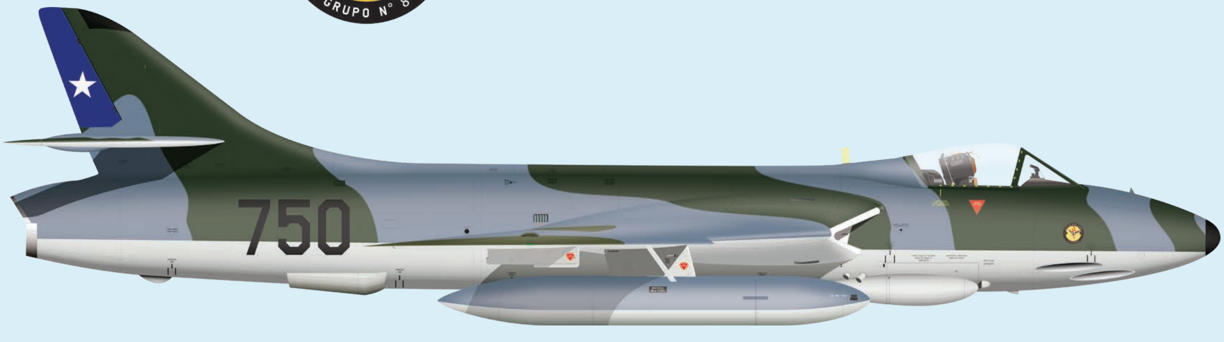




FUERZA AEREA DE CHILE
GRUPO N° 8

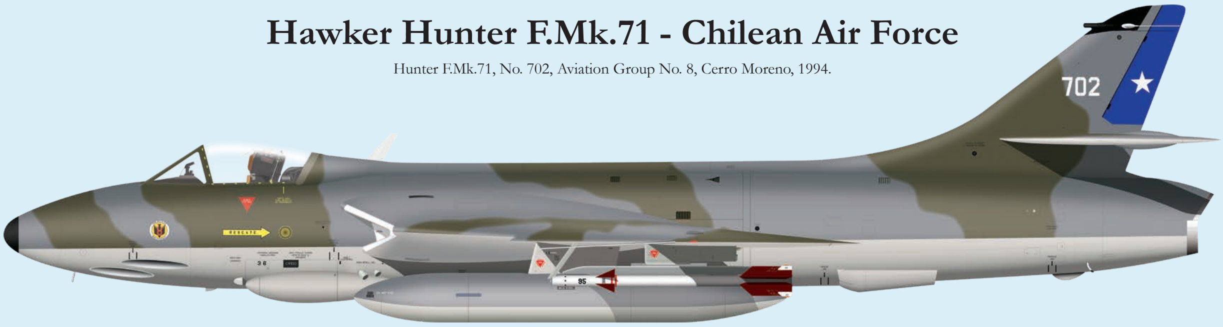
Federal Standard 595C		
Grey 36152	Dark Green 34096	Light Grey 36440

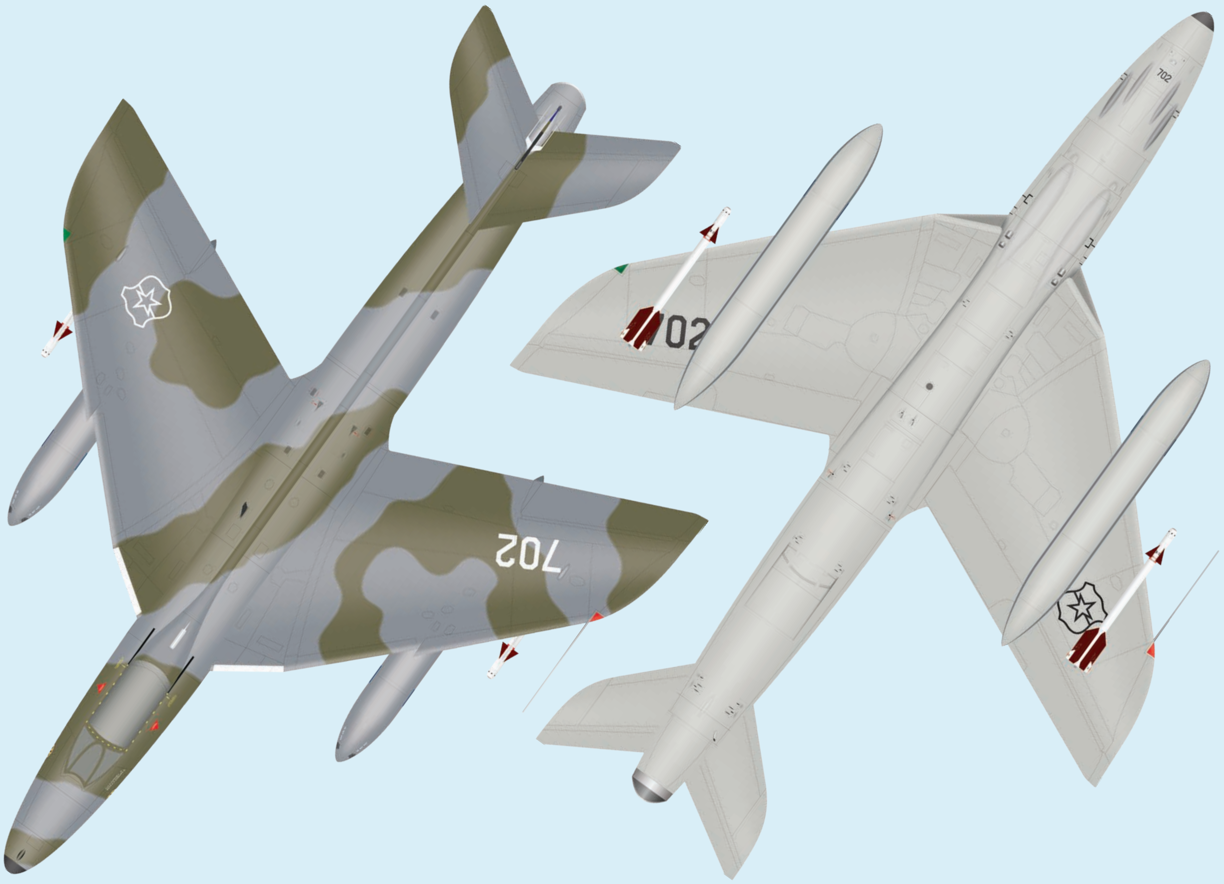
British Standard		
Dark Sea Grey **BS381C** **638**	Dark Green **BS381C 241**	Light Gull Grey **183 (129)**



Hawker Hunter F.Mk.71 - Chilean Air Force

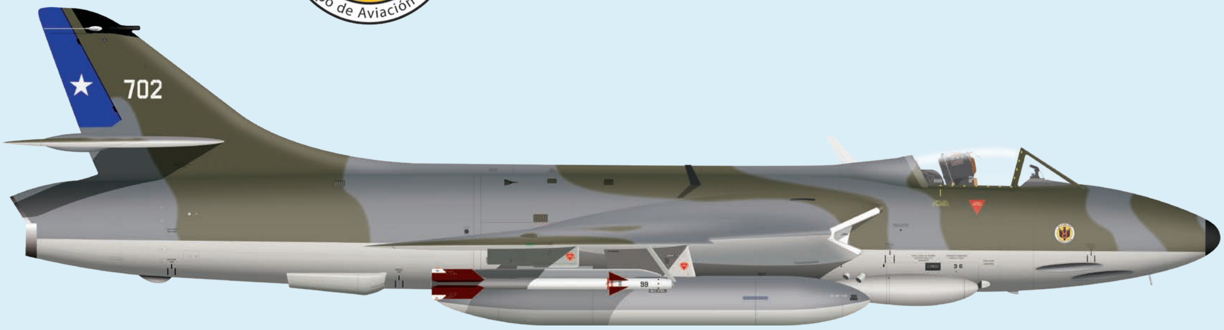
Hunter F.Mk.71, No. 702, Aviation Group No. 8, Cerro Moreno, 1994.





Federal Standard 595C		
Grey 36152	Dark Green 34096	Light Grey 36440

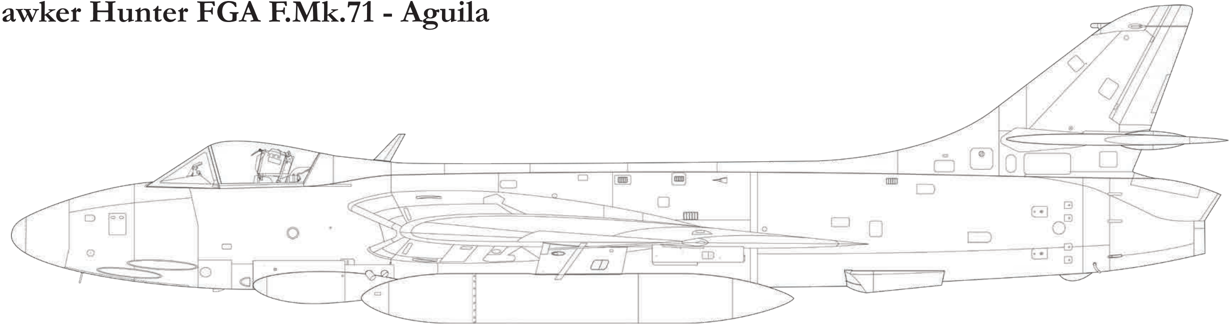
British Standard		
Dark Sea Grey **BS381C 638**	Dark Green **BS381C 241**	Light Gull Grey **183 (129)**

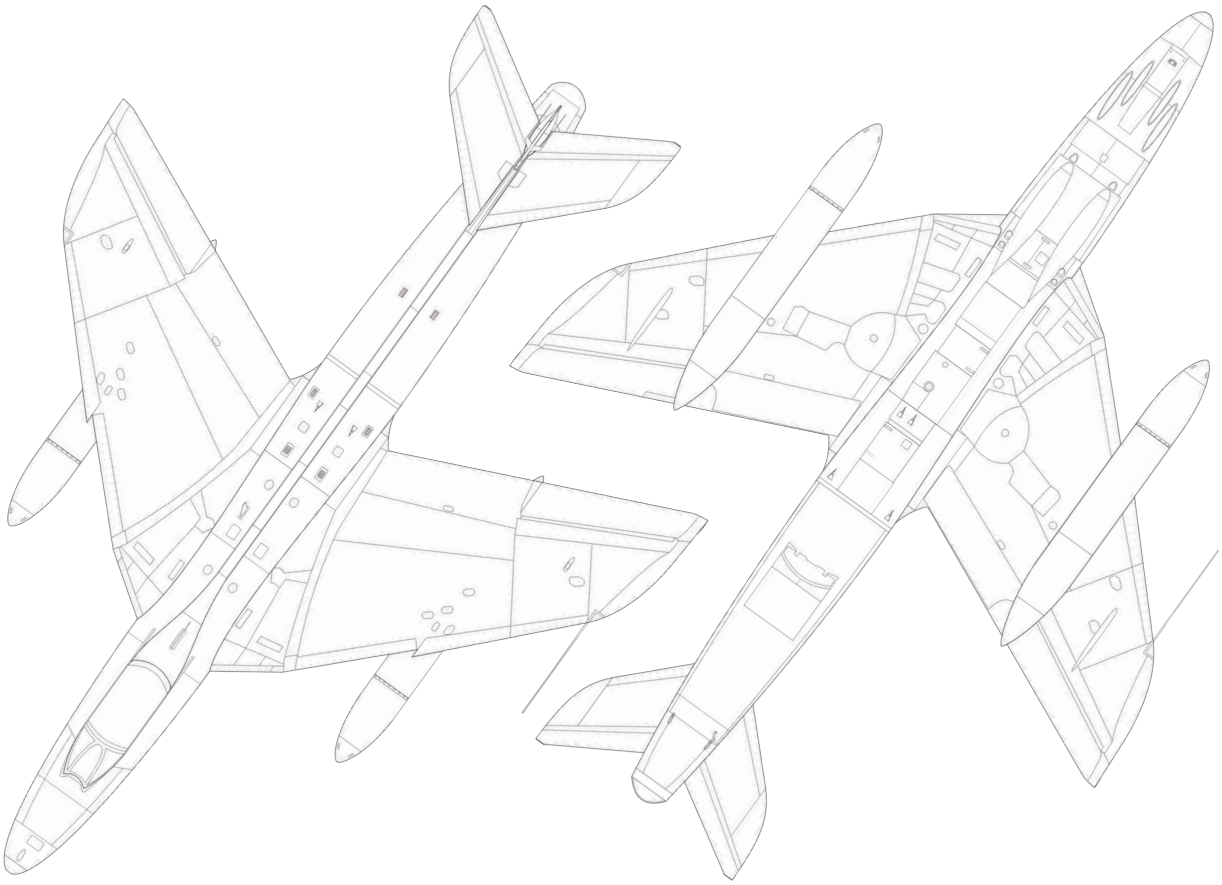


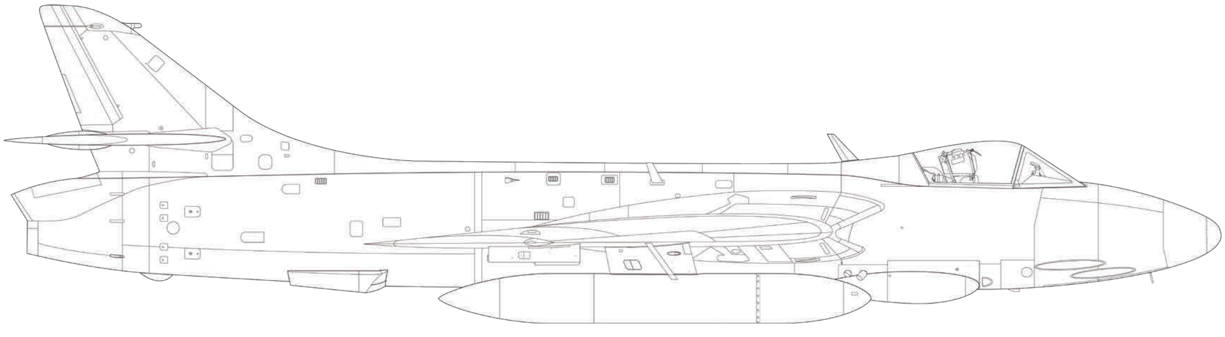
Technical Sheet

Model	F.Mk.4	F.Mk.6	F.Mk.71	T.Mk.72
General Features				
Crew	1	1	1	2
Long	14 m	14 m	14 m	14,9 m
Wing Span	10,3 m	10,3 m	10,3 m	10,3 m
Height	4 m	4 m	4 m	4 m
Wing Surface	32,4 m^2	32,4 m^2	32,4 m^2	32,4 m^2
Empty Weight Take-Off	7.710 kg	7.891 kg	6.532 kg	6.060 kg
Maximum Weight Take-Off	11.158 kg	11.158 kg	11.158 kg	7.802 kg
Power Plant				
Mark and Model	Rolls-Royce Avon 115/121	Rolls-Royce Avon 203	Rolls-Royce Avon 207	Rolls-Royce Avon 122
Normal Thrust	Kgf	Kgf	Kgf	Kgf
Maximum Thrust	3.400 kgf	4.535 kgf	4.536 kgf	3.425 kgf
Performance				
Maximum Speed	967 km/h	976 km/h	1.128 km/h	1.117 km/h
Cruise Speed	km/h	km/h	km/h	km/h
Combat Range	km	715 km	715 km	km
Ferry Range	km	3.060 km	2.977 km	3.058 km
Service Ceiling	13.720 m	14.480 m	15.850 m	14.326 m
Rate of Climb	5,08 m/s	8,64 m/s	8,64 m/s	m/s
Weapons				
4 x ADEN 30 mm guns	●	●	●	
2 x ADEN 30 mm guns				●
2 x AIM-9 Sidewinder		●		
2 x Rafael Shafrir II			●	
4 x Cardoen CB-250-K			●	●
2 x Cardoen CB-500-K			●	●
Mk-81/82/83 Bombs			Up to 3.000 Lb.	
SURA P3 Rockets		24	32	
SNEB 68 mm Rockets		4 x Matra 155 (72 rockets)	4 x Matra 155 (72 rockets)	

Hawker Hunter FGA F.Mk.71 - Águila







Credits

Authors

Julio Arróspide Rivera, *has a Degree in Computer Engineer and Science, having developed his passion for aviation since his childhood through his illustrations and aeronautical knowledge. At the age of 15 he entered the FACh Specialty School, graduating with the “Iceberg” promotion as an Airplane Mechanic. During his 17 years carrier with the FACh, he worked as Crew Chief in Hawker Hunter, T-34A Mentor, T-37B/C, Northrop F-5E/F Tiger II and Enaer T-35B Pillán aircraft. He collaborated with the FACh fighter pilots publication, “High G’s”. He served in Aviation Group No. 7, the Aviation School and the Operations Directorate. He is the co-author of the book “From Vampire to Viper in the Chilean Air Force” and the monograph “Mirages del Armée de l’Air in the Chilean Air Force” and editor of the book “Wings of Pioneers, the History of Aviation Group No. 2”. In this publication he made the research and editing of the text and fulfilled as coordinator with Belgian, Netherlanders and English researchers. He also designed and illustrated over 180 Profiles of Hawker Hunter aircraft from the BAF, KLu, RAF and FACh.*

Daniel Brackx, *As Aerospace and Defense Analyst of the European Commission, he was able to develop his passion for aviation on a daily basis. Having been fascinated in the early sixties by the last Spitfires in service in Belgium (although as target tugs operated by a private company) he began doing research on the Belgian Air Force and accumulated important data and photographic archive. In the seventies he also joined the Brussels Air Museum (part of the Royal Army Museum/WHI) and became Public Relations Officer and founded the aerospace library. He is the author and co-author of 16 aerospace books mainly dealing with military aviation and including several monographs. In the last few years the Belgian Air Force has commissioned him several books to present the popular arm to the public as seen from the inside. As such his last double book “Belgian Air Force - The Past Seventy Years / Present & Future” remains the bestselling Belgian aerospace publication. He also is owner of the popular website www.belgian-wings.be and the accompanying Facebook Group of the same name.*

Raúl Zamora Martínez, *with a Degree in Computer Engineer and Science, has developed his passion for aviation and History of the Chilean Air Force, accumulating important bibliographic and photographic records. As an Archivist and researcher he has participated in several discussion forums on aeronautical issues, contributing to the diffusion and mission of Chilean military aviation. He has contributed with investigators and aircraft registration sites in Britain and the Netherlands, providing Chilean Air Force aircraft fleets history. He published an interesting article about the capabilities of Chilean Air Force in 1978 in Strategic Approach, while its photographic records have been published on sites such as aviationcorner.net and other forums and blogs dedicated to the subject. His interest in the Chilean Air Force led him in 2009 to join the Air Force Reserve. He is a co-author of the book “From Vampire to Viper in the Chilean Air Force” and the monograph “Mirages del Armée de l’Air in the Chilean Air Force”. For these publications, he prepared most of the texts, all based on his personal files and available sources.*

Collaborations

We highlight for this section some national top level Collaborators, who supported us during the development of the edition of this text, from former Hunter pilots and mechanics who belonged to Aviation Groups No. 7, 8 and 9, to historians and aeronautical researchers, all who gave us their testimonies, anecdotes or documentaries as well as graphic material from their personal archives.

We must single out the collaboration of our foreign friends from Belgium, The Netherlands and England, all researchers and aeronautical photographers, who authorized the editing of previously published material, clarified our doubts and provided us with unpublished photographic material in many cases or their permission to be published.

A special mention goes to our Belgian friend, Daniel Brackx, who kindly allowed us to use part of the contents of his publications and his extensive photographic records. We also recognize the significant cooperation of our British friends Ray Deacon and David J. Griffin, by allowing us to use part of their complete records of the Hunter worldwide and to make some clarifications of the service of the Hunters with the RAF. Finally, we highlight Mr. Klaas Willem Jonker (RIP) of IPMS of the Netherlands, on whose work we based the Hunter's story of the Royal Netherlands Air Force.

We also highlight the different local institutions that helped us with their selfless collaboration: Chilean Air Force, Chilean Air Force Communication Department, Chilean Air Force Editorial, Chilean Air Force Historical Registry, National Aeronautical and Space Museum and Chilean Institute of Historical Aeronautical Research.

Internationally we received the collaboration from the following institutions or entities related to Hawker Hunter aircraft: Netherlands Institute of Military History (NIMH), BelgianWings.com, Dunsfold Airfield History Society and IPMS Netherlands.

Finally, we would like to thank our friend Cristián Marambio Ortíz, who in record time corrected and improved the English translation of the book, giving it a more professional and English-oriented British framework, based on his long work experience of more than 20 years in Europe and his strong knowledge in Defense, especially on aeronautical issues.

Main Collaborators

Anselmo Aguilar Urra, *Electrical Civil Engineer and Aeronautical Researcher, is an active partner of the Institute of Aeronautical Historical Research of Chile. He has collaborated in several publications nationally and internationally and is Head of the Editorial Board of the Editorial Manu-tara. He collaborated with the revision of the text and photographs of the Hawker Hunter.*

Alessandro Bocca Pérez, *Civil Mechanical Engineer, researcher and aeronautical photographer. He has graphically recorded the work of the Chilean Air Force in the 1980s and 1990s, collecting an important photographic archive of fighter jets in operation. He collaborated with magnificent photographs of Chilean Hawker Hunter's fleet.*

Steven Beeny, *English graphic designer and writer, he developed his interest in aviation by growing up near RAF Wyton Air Base. His passion for the aeronautical world led him to consolidate the experiences of Canberra crews around the world, publishing the book "The Canberra Experience". He collaborated with the translation of the Hunter monograph.*

Carlos Bertens Uthemann, *Retired General of the FACh, member of the John Wall Squadron, graduating in 1976. Fighter pilot, flew DH-115 Vampire and Hawker Hunter aircraft. Staff Officer with various Defense specializations abroad. He made the Preface of the monograph and with historical details of the Hunter's service in the FACh.*

Claudio Cáceres Godoy, *Aeronautical Researcher and Professional Photographer, is a former director of the Institute of Historical Aeronautics Research of Chile. He has written numerous publications, mainly monographs of historical aircraft of the Chilean Air Force. He collaborated with photographs of Hawker Hunter aircraft and historical details.*

Harold Coghlan Montero, *Retired combat pilot from the USAF Reserve, having accumulated more than 24,500 hours on helicopters and combat aircraft, deployed in 4 armed conflicts with more than 4,000 combat hours. In civilian life, he became a commercial airline pilot, flying to this day. He collaborated in the review and adaptation to English of the book.*

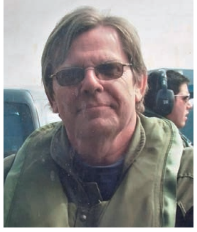
Sergio Contardo Flores, *FACh Retired Air Brigade General, he was an helicopters and fighter planes pilot flying P-47, Vampire, A-37B, F-5E/F and A-36. He was CO of Aviation Group No. 4, Director of the Air Warfare Academy and Commander-in-Chief of the 1st Air Brigade. He collaborated with photographs and historical details.*

Ray Deacon, *An English Computer Systems Engineer, former RAF Vampire, Hunter and Gnat Crew Chief and Electronic Warfare Systems Craftsman. He is the author of two superb books about the service of Hunter in Middle East. He collaborated with the book review and the adaptation of the book to the RAF technical terminology.*

David J. Griffin, *An English Mechanical Engineer, who joined the RAF in 1972 to serve as an armorer, working with Hunters and Harriers. In civilian life he worked in the Oman Air Force for 21 years, on different planes. He is the author of one of the most complete compendiums of the Hunter worldwide. He collaborated with his Hunter records and book review.*

José Ignacio Jara de las Peñas, *Army Officer, Commercial Engineer, aeronautical researcher, modeler and enthusiast for Chilean and world military aviation. He collaborated with the text book Spanish semantic revision, based on his experience in the development of Multimodel aeronautical publications.*

Rodrigo Larraín Bergen, *Aeronautics Researcher, is a partner in the Institute of Historical Aeronautics Research of Chile. Creator of groupings related to FACh research, on different social networks. Founding member of the Association of Plastic-Modelism of the Va Region. He collaborated with the revision of the text and historical details.*



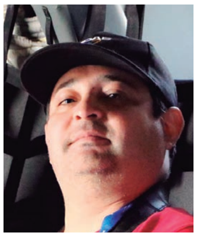
Patrick Laureau, *Professional photographer and historian, with numerous publications nationally and internationally to his credit. He graphed the Chilean Air Force in various publications for more than two decades and belonged to the Chilean Air Force Communication Department. He collaborated with photographs of his magnificent collection.*

Cristián Marambio Ortíz, *Trilingual with graduate and Master degree in Rome, London and Santiago. Professional carrier in shipping and Logistics in Valparaíso, Santiago and New York with several companies and currently Manager in the Taylor Group of Companies. Independent Defense Correspondent with articles published in the most important world media the last 35 years. Officer in the 3rd Fire Company of the Valparaíso Fire Department.*

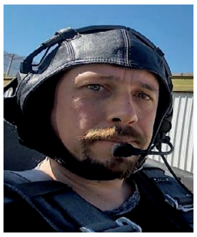
Ernesto Melo Zanelli, *Retired Commander from the FACh. He entered the School of Aviation in 1975, belonging to the Scorpion Squadron. He was a fighter pilot on A-37B and Hawker Hunter aircraft. He retired in 1998 and joined LAN Chile, serving as Commander of B-737. He provided photographs of his time in Aviation Group No. 8.*

Rino Poletti Barrios, *Aeronautical researcher and illustrator, director of the Institute of Historical Aeronautics Research of Chile, has made important collaborations in the publications of the Journal of the Chilean Air Force and one of the creatives of the old magazine Pillán. He collaborated with the revision of the text, photographs and historical details.*

Luis Quintana Aránguiz, *Computer scientist, aeronautical researcher and professional photographer, has dedicated himself to the aeronautical theme as Plastic-modeler, Spotter, Press Correspondent for written and electronic media defense and collaborator of FIDAE. He collaborated with photographs of his personal archive.*



Álvaro Romero Pérez, *International aeronautical correspondent. Historical-aeronautical researcher, covering the aviation of the country. Collaborator of the Aeronautical Museum with the publication of monographs and reports. He is currently the face of the aeronautical blog ModoCharlie.com. He collaborated with the revision of the text and historical photographs.*



Antonio Segovia Rentería, *Photographer, researcher and aeronautical illustrator, administrator of the Tally-Ho website, which disseminates the work of civil and national military aviation. He is a partner in the Institute of Historical Aeronautics Research of Chile. He collaborated with the revision of the text and photographs of the Hawker Hunter aircraft.*

Duncan Silva Donoso, *Retired Colonel of the FACh, he was a fighter pilot in A-37B and Hawker Hunter. He was a No. 4 pilot in the Acrobatic Squadron "Halcones". He was Commander of Group No. 12 and was in charge of the Communication Department. He collaborated with the revision of the text, provided magnificent in-flight photographs.*

Dan Toro Arévalo, *Commander of Gendarmerie. Aeronautical researcher. He has an important historical archive about the history of aircraft of the Chilean Air Force, as well as a unique photographic record. Contributor of Multimodel Editions. He collaborated with the revision of the text, photographs and historical details about the Hawker Hunter aircraft.*

Danilo Villarroel Canga, *Aeronautical Writer and Researcher, partner of the Institute of Historical-Aeronautical Research of Chile. Member Staff researchers MNAE. He currently serves as Head of the Photographic Archive of the National Aeronautical and Space Museum of Chile. He collaborated with photographs and historical details.*

Collaborations

The Authors of "First Hawker Hunter in the Chilean Air Force", thank the following people and entities, for their important collaborations:

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- *Aerobaticteams.net.*
- *Alfonso Celis Sánchez*
- *Aviation Group No. 7*
- *Aviation Group No. 8*
- *BAE Systems*
- *Chilean Aeronautics and Space Museum*
- *Chilean Air Force*
- *Darío Reyes Díaz*
- *Germán Lüer Pérez*

- *Germán Pica Flores*
- *Hawker Siddeley Aviation Limited*
- *IPMS Netherland*
- *Jorge Abello Aranda*
- *La Tercera Journal*
- *NA3T*
- *Netherlands Institute of Military History (NIMH)*
- *Pedro Salvador Vargas*
- *Royal Netherlands Air Force (KLu)*
- *Royal Netherlands Air Force 32th Squadron*
- *Royal Netherlands Navy*
- *Sergio Molina Correa*
- *Soesterberg Air Base*
- *Wilko Jonker (RIP)*

Bibliography

The following are bibliographic references and press articles consulted, on which the content of the book is based. We also mention the personal records of former Hawker Hunter pilots and mechanics and aeronautical researchers, whom we interviewed and provided us with relevant photographic information and background.

Personal historical and photographic records of pilots, mechanics, photographers and aeronautical researchers:

1. Aad van der Voet.
2. Adrian M. Balch.
3. Air Historical Team KLM/MRA
4. Alan Wilson.
5. Alejandro Silva Herrera.
6. Alessandro Bocca Pérez.
7. Alex Christie.
8. Álvaro Romero Pérez.
9. André Bar.
10. André de Failly.
11. André Van Haute.
12. Anselmo Aguilar Urra.
13. Antonio Rentería Segovia.
14. Carlos Bertens Uthemann
15. Claudio Cáceres Godoy.
16. Charles Mali.
17. Daniel Brackx.
18. Danilo Villarroel Canga.
19. Dan Toro Arévalo.
20. David Griffin
21. de Maere.
22. Dick de Ruiter.
23. Duncan Silva Donoso.
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25. Frank Klaasen.
26. Fred Willemsen.
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29. Germán Pica Flores.
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54. Nicolaas Dijxhoorn.
55. Osvaldo Otero G.
56. Pablo Moreno G.
57. Patrick Laureau.
58. Peter Clarke.
59. Peter Middlebrook.
60. Raúl Zamora Martínez.
61. Ray Deacon.
62. Richard Vandervord.
63. Rino Poletti Barrios.
64. Robert Roggerman.
65. Robin Walker.
66. Serge Bonfond.
67. Sergio Contardo Flores
68. Sergio Molina Correa.
69. Steve Ryle.
70. Ted de Kanter.
71. Wernher Krutein.
72. Willem Labro.
73. Wilko Jonker.

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83. RAF Seletar - Singapore: https://www.rafseletar.co.uk/raf-tengah/aircraft-based-at-raf-tengah/hawker-hunter/